

The Mining Journal, RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1009—Vol. XXIV.]

LONDON, SATURDAY, DECEMBER 23, 1854.

[Price 6d.]

MR. JAMES CROFTS, MINING BROKER,
No. 1, FINCH LANE, CORNHILL, LONDON, TRANSACTS BUSINESS,
both in BUYING and SELLING, for immediate cash.
DIVIDEND MINES, well selected, are the best of any known investments—paying from 15 to 30 per cent. per annum in dividends. The choice of NON-DIVIDEND MINES for speculation requires careful discrimination.
Mr. Crofts transacts every description of business connected with the STOCK EXCHANGE at the same rates of commission as charged by the brokers of that establishment.—Bankers: The Commercial Bank of London.

REMOVAL.—Mr. JAMES LANE has REMOVED from 33, to 29, THREADEEDLE STREET, where he continues to DEAL in DIVIDEND and LEADING MINES, at the lowest market price.
Mr. LANE is a BUYER of West Caradon, Trevelth, Great Alfred, Sortridge Consols, Alfred Consols, Rhinoid United, Trevelth.
Business transacted in Foreign Shares, and all descriptions of English Stock.

MR. J. H. MURCHISON'S OFFICES WILL BE REMOVED,
on the 26th inst. from 34, Threadeedle-street, to 117, BISHOPSGATE STREET WITHIN (Two Doors from Threadeedle-street), where the business of the following mines will be conducted:—
Boringdon Consols. Lydford Consols. West Par Consols.
East West Russell. North Wheel Robert. West Sortridge Consols.
Hemerdon Consols. Silver Brook. Wheel Crebhor.
Dec. 22, 1854.

MR. J. B. BRENCHELEY TRANSACTS BUSINESS in MINING and OTHER SHARES. The present is a most FAVOURABLE TIME for BUYERS, as many shares, both in dividend and non-dividend mines, may be purchased at prices which leave a considerable margin for improvement.
FOR SALE, amongst others, the following dividends:—
10 Bedford 10 South Tamar 4 Trevelth 10 Trebane
5 Alfred 15 Trevelth 5 Kingston Down 1 Buller
Non-dividend.
5 Bryntall 50 Devon & Court. 50 Leadcott 50 Sortridge Cons.
5 Bell and Lanarth 25 East Frogoch 10 Leeds & St. Aub. 150 Sortr. and Bedf.
25 Boringdon Great Alfred 50 Lydford 50 South Wales
50 Cae Gynon 8 Gnanemas 100 Molland Tavy
40 Cubert 50 Great Badern 40 North Trevelth 100 West Sort. Cons.
75 Cwm Darren 50 Great Wheel Vor 100 North Kingston 50 Wheel Pollard
20 Darnley 50 Great Sortridge 100 Oola 25 Orsedd 45 Wheel Crebhor
And will BUY South Gwera, Molland, and Tavy.
Mining Offices, 2, Pinner's-court, Old Broad-street.

MR. W. LEMON OLIVER, STOCK AND SHAREBROKER,
23, THREADEEDLE STREET
Business transacted in every description of British and Foreign Mines.
(Sworn Broker.)

ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, No. 3, OLD BROAD STREET, LONDON.
MR. HENRY SIBLEY (late Mr. Peter Watson) will at all times give the best information; and also BUY and SELL SHARES on the usual commission.

MESSRS. POWELL AND COOKE, MINING AGENTS,
1, CROWN COURT, THREADEEDLE STREET, LONDON.

MR. E. GOMPERS, MINING SHARE DEALER,
98, GRACECHURCH STREET, LONDON.

MR. MICHAEL WILLIAMS BAWDEN, MINE SHARE BROKER AND GENERAL ASSAY MASTER, LINKEARD.

MR. FRANCIS RIDGMAN, MINE SHAREBROKER,
TAVISTOCK, DEVON.

MR. NEWTON SAMUELSON, F.C.S., ASSAYER AND ANALYTICAL CHEMIST.—3, HACKIN'S HEY, LIVERPOOL.

MR. RICHARD MICHELL'S MINING AND GENERAL COMMISSION AGENCY OFFICES.
Mines inspected, and information punctually furnished.

MR. W. T. RICKARD, F.C.S., ANALYTICAL CHEMIST,
Assayer of Copper and the Precious Metals, by Special Appointment of H.M. Government.
ACORN VILLA, FORD ROAD, OLD FORD, LONDON.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER,
No. 1, BRIDGE STREET, BATH, is a BUYER of Wheel Zion, West Polterro, Alfred Consols, Castle Dinax, Wheel Gilt, Great Alfred, and Tamar Maria.
N.B. No notice taken of anything but positive offers.

MR. TYACK, MINE BROKER, CAMBORNE, from his situation in the best mining district in the county, together with his daily opportunities of increased experience, is well adapted to GIVE ADVICE to CAPITALISTS disposed to invest in MINING; considering the present time, a good and favourable opportunity to invest. Mines inspected by the most experienced agents.

JAMES F. BODDY, 48, THREADEEDLE STREET, LONDON,
begs to call the attention of the public to the present DEPRESSED STATE of the MINING MARKET, for INVESTING their CAPITAL in good, sound, MINING PROPERTY, paying regularly from 12 to 20 per cent. on outlay. No other investments afford so great advantages as judiciously selected mining stock.
J. F. Boddy will recommend many progressive mines of great promise, but care should be taken in the selection of the same. Every information will be forwarded on application; likewise a list, and prices of the best dividend and progressive mines, free of charge.
FOR SALE.—50 East Gwennie Lake; 100 Great Wheel Hugo.—Dec. 22, 1854.

MINES.—MR. GEORGE SPATLEY begs to RECOMMEND parties seeking profitable investments to make a SELECTION from the following, being convinced that most of them will prove advantageous at present prices:—
Wheel Buller, Wheel Killy (St. Agnes), Clijah and Westworth.
Nant-ar-Nelle, Riton Castle, Linaros.
Boscan, North Basset, San Fernando.
Wood, East Caradon, Sortridge.
List of prices, and full particulars of each, together with the value of all shares, will be forwarded on application.—2, Winchester-buildings, London.

MR. HY. GOULD SHARP HAS FOR SALE, OR ANY PART:—
40 Wood 10 South Tamar 40 Cubert 50 Molland
100 Sortr. and Bedf. 20 Wheel Golden 20 Tremoll. Down 50 North Sortridge
50 Penlyne Court 50 North Kingston 100 Trebanne
20 Trevelth 50 Bedford Consols 30 Gwennie United 20 Sortridge Cons.
50 Tamar Maria 20 Great Sortridge 2 Great Alfred 20 Madrone United
5 N. Wh. Robert 10 Alfred Consols 100 Tasean Lead 20 Wheel Zion.
Every description of shares bought and sold.
Crisley Hall Chambers, Bishopsgate-street, London.

MR. CAREY, MINING AGENT, TRANSACTS BUSINESS in BRITISH AND FOREIGN MINES, in INSURANCE, BANKING, and RAILWAY SHARES, at the lowest prices of the day.
Mr. CAREY has FOR SALE SHARES in DIVIDEND-PAYING MINES, which bought at present low prices, will pay from 20 to 30 per cent. And SHARES in good PROGRESSING MINES, with their machinery complete, and raising ore.—Elngston Down, North Down, St. Day United, East Caradon, Caylan, Tamar, Sortridge Consols, Clee Bay, Molland, Oommarthin, East Wheel Vor, Dalscarlin, &c.
4, Moorgate-street, City, Dec. 22, 1854.

POTALLACK TIN AND COPPER MINES.—MR. W. CHARLES has SHARES FOR SALE in the above important MINES, which are now paying £10 per share every two months. W. CHARLES has SHARES FOR SALE also in the following:—Viz., Great Crinnis, West Par Consols, East Caradon, Caylan, Clee Bay, Langford and Baring, Alibon Clay, Wyrrean Clay, North Trevelth, and others. Mr. W. CHARLES is BUYER in West Crinnis, Marke Valley, Union Tin, and others.—37, Austinfrirs, Dec. 22, 1854.

MINING INVESTMENT.—MR. CHARLES GURNEY, No. 4, CORNET COURT, GRACECHURCH STREET, LONDON, will be happy to PURCHASE or SELL SHARES, on the usual commission, in all DIVIDEND MINES, now paying from 15 to 30 per cent.; or in those working under prospects of early dividends.
FOREIGN LANGUAGES TRANSLATED, and the PROCEEDINGS at PUBLIC MEETINGS REPORTED, on moderate terms.

THE MANGANESE TRADE.—The consumers of this article will do well to INSPECT THE PROSPECTUS of a company established in Devonshire for RAISING MANGANESE, and SUPPLYING THE TRADE on better terms than hitherto, particulars of which will be forwarded on application being made, by letter, to Mr. CHARLES GURNEY, 4, Cornet-court, Gracechurch-street, London, who will return the names of these desirous of taking shares in the said company.

MR. JAMES HERRON has SHARES FOR SALE in the following MINES, at LOW PRICES:—
Wheel Crebhor North Frances North Buller Pembroke and East
Cae Gynon South Tamar Wheel Harriett Crinnis
Cwm Darren East Tamar St. Day United Merilyn
Balmoon Tavy Consols Wheel Grenville Wheel Edward
Great Wheel Hugo Wheel Uuy Wheel Comfort Callington
East Frogoch Wheel Russell North Towy Holmbush
Kilrairie Thomas's United North Vale of Towy East Basset
Molland Bryntall Great Cowarth Trevelth
North Downs Treleigh West Providence Hingston Down
North Trevelth Cubert Tremayne Trevick and Harrier
Kilbricken Tamar Consols Alton
North Robert Tineroff Wheel Golden Santiago
Mr. HERRON is a BUYER in the following shares:—
Trevelth St. John del Rey West Basset Alfred Consols
Wheel Wrey United Mines Linares Trebane
Cobbe North Basset South Basset Great Alfred Linares Trebane
53, Clement's-lane, Lombard-street. East Darren

MR. JOSEPH JAMES REYNOLDS, STOCK AND SHARE BROKER, No. 21, THREADEEDLE STREET, LONDON.
BUSINESS TRANSACTED in every description of BRITISH and FOREIGN STOCKS, FUNDS, and SECURITIES; also, BRITISH and FOREIGN MINES.

MR. LELEAN begs to inform his friends and the public, that he still continues to BUY and SELL MINING, RAILWAY, and every other description of SHARES, at the market price. Ships' charters and insurances effected on reasonable terms. Money lent on good security; and general commission agent.
4, Cushton-court, Old Broad-street, Dec. 22, 1854.

MR. B. LAMBERT TENDERS HIS SERVICES TO PARTIES INVESTING in or SELLING MINING PROPERTY. By the soundness of the information to which he has access, and the bona fide character of the undertakings to which he directs attention, his constant endeavours are to secure the support of his clients.—Office, 3, Hutton-court, Threadeedle-street, City.

RAILWAYS AND MINES.—To Capitalists seeking investments it may be observed that the market prices of the day are governed more by the operations of speculators and the immediate abundance or scarcity of stock, than by any reference to the intrinsic worth of the property. Railways depend upon the pick-up capital, loan, traffic, and expenditure accounts; the probabilities of competition or alliance with neighbouring companies, the creation of new capital, and other circumstances to which those only can have access who give constant attention to the subject. Mines, on the contrary, are exempt from the vicissitudes of competition. Shares in the safest English dividend mines, pay at the rate of £15 to £25 per cent. per annum on the amount invested, without risk or liability. All the best mines are free from debt, and pay dividends regularly every two months. There are some very promising mines, in the most prosperous districts, fast approaching to a dividend-paying state, which will doubtless, in a short time, command prices far beyond their present market value. Judiciously selected, there are no securities which, with so much perfect safety, offer so wide a field for profit as English copper, tin, and lead mines. Every information afforded to capitalists seeking investments, or desirous of exchanging their securities, and assayer purchases effected upon the best possible terms.
JAMES S. THOMPSON and CO., 33, Clement's-lane, Lombard-street, London.
Established 1839.

COBALT AND NICKEL.—ALFRED SENIOR MERRY, REFINER AND PURCHASER OF COBALT AND NICKEL ORES, AND ASSAYER IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—
REFINED METALLIC NICKEL. OXIDE OF COBALT. (WIRE, &c.)
REFINED METALLIC MISMUTH. GERMAN SILVER—in INGOTS, SHEET, NICKEL AND COBALT ORES PURCHASED.

IBOTSON BROTHERS AND CO., SHEFFIELD, STEEL AND WIRE WORKS; also COMMISSION MERCHANTS for the SALE and PURCHASE of every description of MACHINERY, and every article used by engineers, too numerous to enumerate in an advertisement.

MR. THOMAS EDINGTON (late Senior Partner of the Phoenix Ironworks, Glasgow), IRON MERCHANT, CONTRACTOR, AGENT FOR PATENTS, GENERAL COMMISSION AGENT, INSPECTOR OF RAILWAY BARS AND CASTINGS, 17, GORDON STREET, GLASGOW.
AGENT, ON COMMISSION, for the PURCHASE of Scotch Pig-iron, Railway Bars, Bar-iron, Castings; and for the SALE of English Boiler and Ship Plates, Bar-iron, Angle and Rivet Iron, Anchors, Tinned Plates, Chains, Cables, Nail, Steel, &c.

COLONIAL INVESTMENTS.—The undersigned, having for many years devoted his particular attention to the rise and progress of the various Joint-Stock Associations connected with the colonies, at home and abroad, and receiving regularly their reports and full details of their proceedings, besides possessing many valuable and exclusive sources of information, through his extensive foreign correspondence, is enabled to FURNISH IMPARTIAL and TRUSTWORTHY INFORMATION, as to the position and prospects of ALL COMPANIES, to those who may be interested as shareholders, or are seeking profitable channels of investment.
P. L. SIMMONDS, 5, Barge-yard, London.

GENERAL MINING COMPANY FOR IRELAND.—Notice is hereby given, that the Board of Directors of this company have passed a resolution, in accordance with the provisions of the Deed of Settlement, calling upon the several proprietors of shares in said company to PAY a CALL of TEN SHILLINGS upon each and every share held by them respectively; and they are hereby accordingly required to pay such call into the National Bank of Ireland, College-green, Dublin, to the credit of the Trustees for said company, on or before the 20th January, 1855.
By order of the Board, JAMES HAMIL, Sec.
2, Burch Quay, Dublin, Dec. 18, 1854.

POLTIMORE MINING COMPANY.—Notice is hereby given, that the FOURTH HALF-YEARLY GENERAL MEETING of shareholders will be HELD at No. 50, Pall Mall, on Wednesday, the 10th day of January, 1855, at One o'clock precisely. During the first hour the meeting will be SPECIAL, for taking into consideration the Report of Messrs. Hand, Moffatt, and Marshall, after which general business will be proceeded with, and a new purser appointed, the present one having resigned. Two vacancies have also occurred in the board of management, by the resignation of Mr. Henry Mogford, and the decease of Mr. E. Hobbhouse. Registered shareholders only can attend the meeting, and are requested to bring their shares with them.
By order, ADOLPHUS GRAVES, Sec. and Purser.
Dec. 21, 1854.

POLTIMORE MINING COMPANY.—Notice is hereby given, that the REPORT now in course of circulation, by Messrs. Hand, Moffatt, and Marshall, having been published without the concurrence or sanction of the Board of Management, will RECEIVE a REPLY at the earliest moment a correct statement of facts can be prepared.
By order, ADOLPHUS GRAVES, Sec. and Purser.
50, Pall Mall, Dec. 21, 1854.

TINCROFT MINING COMPANY.—Notice is hereby given, that the Directors of this company have this day made a CALL of TEN SHILLINGS per share, to be PAID, on or before the 24th day of January next, to Messrs. Bapte and Co., 77, Lombard-street; bankers to the company.
Dated this 18th day of December, 1854, Salvador House, London.
N.B. A list of the certificates, with their numbers, must be left at the bankers when the call is paid. Printed forms for the above purpose may be had on application at the office, Salvador House.

MOSELE MINING COMPANY.—NOTICE OF REGISTRATION.—All shareholders of this company are hereby required to REGISTER their SHARES, and to SIGN THE COST-BOOK, either themselves, or by attorney duly constituted, on or before the 8th of January, 1855; in default of so doing, any shareholder will forfeit all benefit in the undertaking. Attendance daily at an office, 15, Gray's Inn-square, between the hours of Eleven and Three.
By order, GEO. GOLD, Purser.
Forms of power of attorney may be had on application.

ROYAL SANTIAGO MINING COMPANY.—The Directors hereby give notice, that the HALF-YEARLY GENERAL MEETING of the shareholders will be HELD at the office of the company on Wednesday, the 3d of January next, at One o'clock precisely, when the directors will make their report.
33, Broad-street-buildings, Dec. 15, 1854.

THE NORTH BRITISH AUSTRALASIAN COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of the North British Australasian Company will be HELD at the London Tavern, Bishopsgate-street, London, on Friday, the 29th day of December inst., at One o'clock in the afternoon, for the Election of the Committee of Management for the ensuing year.
And notice is hereby further given, that at this meeting a motion, or series of resolutions, for making certain alterations in the Contract of Copartnership of the company, will be made and laid upon the table, to be sanctioned at a subsequent Special General Meeting, in terms of the said Contract.
By order of the Committee, JOHN TAYLOR AND SONS, Managers,
4, Queen-street-place, Thames-street, London, Dec. 13, 1854.

GEORGE MOORE HAS FOR SALE, OR ANY PART:—
25 Bryntall 10 Great Sortridge 5 North Robert 50 Tavy Consols
10 Balmoon 25 Gt. Wh. Badern 100 Oola 50 Wheel Uuy
20 Crebhor 5 Gt. Wh. Alfred 20 Trevelth 50 Wheel Russell
5 East Wh. Rose 100 Kilrairie 20 Orsedd 20 Wheel Edward
Also, the following SHARES, at LOWER PRICES than have hitherto been quoted:—
100 Sortr. and Bedf. 50 East Frogoch 10 Millpool 20 Sortridge Cons.
100 Cae Gynon 150 Great Wh. Hugo 100 North Sortridge 100 Silver Brook
50 Cwm Darren 100 Ivybridge 10 North Trevelth 100 West Sortridge
50 East Wheel Vor 100 Molland 10 North Frances 20 Wheel Zion
A correct price of the above will be forwarded on application.
33, Nicholas-lane, Lombard-street.

MR. EVAN HOPKINS, C.E., CONSULTING MINING ENGINEER.—Mr. HOPKINS may be CONSULTED DAILY by gentlemen and capitalists—who have invested, or may wish to invest their capital in MINES or MINERAL PROPERTIES—on all matters connected therewith—home and foreign. Also, in every description of METALS, MINERALS, ROCKS, and their commercial value—NEW PATENTS, &c., so as to make a judicious selection and avoid questionable schemes.
Mr. HOPKINS requests his ANNUAL CLIENTS to SEND him their PRESENT ADDRESS, and a list of the shares, &c., they now hold.
Mr. HOPKINS is now prepared to receive prospectuses and reports on new undertakings, to give his opinion thereon, and to take an interest and an active part in the London management of any of the legitimate speculations he may recommend to his clients.—38, Thurlow-square, Brompton.

MR. JOHN H. CLEMENT begs to OFFER HIS SERVICES as CONSULTING MINING ENGINEER to gentlemen and capitalists holding, or wishing to hold, interests in mines or mineral properties in any part of the world. Mr. CLEMENT, having had a life-long experience in these matters in various parts of the globe, considers that he will be enabled to give the most careful advice, as to how and when to invest in mining property.
Address, 10, Gloucester-street, Camden-hill, Kensington.

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Address, 10, Gloucester-street, Camden-hill, Kensington.

MR. P. CADELL, Jun., may be CONSULTED on the subject of UNDERTAKINGS connected with GOLD MINING, including WATER COMPANIES, furnishing power and water at a distance from the permanent water-courses, which are at present the most productive source for investment in California.
Address, Quartzburg, Mariposa County, California, Oct. 10, 1854.

£25,000.—THE SWANSEA HARBOUR TRUSTEES are prepared to receive TENDERS for the LOAN of TWENTY-FIVE THOUSAND POUNDS, on MORTGAGE of the RATES and TOLLS authorised to be demanded and levied under the provisions of the Swansea Harbour Act, 1854, in sums of not less than £100. Interest 5 per cent., payable half-yearly. Term seven years.—For further particulars, apply to Mr. Lewis Thomas, solicitor, Swansea.

THE MINING JOURNAL.—WANTED, a COMPLETE SET of the MINING JOURNAL, from 1845. Also, the MINING REVIEW, set or part.—Parties having the entire series, or any number of volumes, for disposal, are requested to forward particulars, with price, to Mr. JOHN CALVERT, mineral surveyor, 189, Strand, London.

LEAD MINE.—TO BE LET, the MILL MINE, CANROWER WEST, OUGHTERAED. Is most advantageously circumstanced for working, and there is water-power quite near. This mine lies about half-way between the Glengola Lead Mine and the new mine lately discovered at Lemonfield, both now being worked.—For terms, &c., apply to G. F. O'FLAHERTY, Esq., Lemonfield, Oughteraed, Ireland.

TO CAPITALISTS.—WANTED, by a PATENTEE, a PARTY commanding £2000 to £3000, to JOIN him to CARRY OUT his INVENTION, which has been tested on a large scale, and which will return very large profits. Bona fide concern.—Address, "C. N. D.," care of Mr. Wm. Kaye, stationer, Blacket-street, Newcastle-on-Tyne.

TO MANUFACTURERS AND CAPITALISTS.—HALF-SHARE, £1000; INVENTION WORTH £50,000. AN ENGINE OF WAR, for making one man do the work of 30 men in line, with truer aim and accuracy; 100 men discharging 120,000 musket or rifle balls in one hour; a great saving of life and expense. Proposed to Government, but they will not look at models; they require to see the invention in action. One can be made in a few days, and at a small expense.—Address, "To an Old Officer," care of Mr. Wagner, 17, North Audley-street, Grosvenor-square.

MINING MANAGEMENT.—A GENTLEMAN, of considerable experience in the management of companies worked on the Cost-Book System, and having suitable offices for the purpose, is PREPARED TO TAKE THE PURSERSHIP and ENTIRE TOWN MANAGEMENT of any genuine undertaking. References can be given to the chairmen or to the committees of the companies with which the advertiser has been connected.—Address in the first instance, with particulars, to "R. S.," Mining Journal office, 26, Fleet-street, London.

BRISTOL MINING INSTITUTE.—WANTED, an EXPERIENCED TEACHER and LECTURER, acquainted with the art of coal mining, with its best examples and its latest improvements; as well as with surveying, drawing, bookkeeping, and the application of the sciences of mathematics, mechanics, and geology. Salary not under £200 per annum. Detail of qualifications and testimonials to be sent to Mr. HANDEL COPEMAN, Shootwood Lodge, near Bristol, on or before the 1st January, 1855. All applications to be in writing.

POLTIMORE MINE.—FOR INFORMATION, apply by letter, or in person, to W. W. MANSELL, Esq., 2, Hammer-smith-terrace, Hammer-smith.

GREAT CRINNIS COPPER MINE, ST. AUSTELL.—A NUMBER OF TRIBUTERS are REQUIRED on this MINE, to work all-year-round ore.—Apply immediately to Mr. SHAW, at the mine.
26, Austinfrirs. By order, R. C. MANUEL, Sec.

FOX TOR TIN MINING COMPANY.—A GENERAL MEETING of the shareholders is hereby CONVENED for Two o'clock on Wednesday, the 31st January, at the offices of the company, to re-organise the Committee of Management, and to raise 10000, by way of loan, on an issue of preference shares, for the purposes of the mine.—Offices, 9, Austinfrirs, Dec. 19, 1854.

FOX TOR TIN MINE.—SECRETARY WANTED.—ONE THOUSAND POUNDS WANTED for the purposes of this mine, by way of loan or investment, in preference shares. Any competent person furnishing the money may have ample security, and the refusal of the office of secretary, now vacant, at a liberal salary.—Letters to be addressed to the Committee of Management, Offices, 9, Austinfrirs, Dec. 19, 1854.

STEAM-ENGINES ON SALE.—6, 9, 12, 15, and 20-horse power HIGH-PRESSURE STEAM-ENGINES ON HAND. Also, BLOCKS and SCREW-JACKS of various sizes.—Apply to Messrs. BURNETT and THOMPSON, Spring Gardens Engine Works, Newcastle-on-Tyne.

FOR SALE, WITHOUT RESERVE, a 22 in. WINDING STEAM-ENGINE, 9 in. (double) stroke, with cage, and 9 tons boiler, nearly new, now lying Great Gwennie Consols Mine.—For particulars, apply to Mr. JESIAS S. PARTURE, Marazion.

FOR SALE, a FIRST-RATE WATER-WHEEL, quite new, size 30 ft. diameter, 4 ft. breast, with iron buckets and iron rings (13 in. deep), iron shaft (2 ft. 10 in. diameter), 10 in. bearings, plumber blocks, brasses, &c., all complete. The wheel has never been used.—Apply, by letter (pre-paid), to C. and H. WARRAN, ironfounders, Newton Abbot, Devon.

FOR SALE, at PRICES BELOW any yet advertised, the following DIVIDEND-PAYING and PROGRESSIVE MINES:—
23 North Downs 30 North Frances 50 Tineroff 100 Lewis
2 Sou. Pant-y-Gof 10 Great Alfred 5 Perr. St. George 35 Calvadnick
100 Tamar 100 Drake Walls
Tenders to be forwarded addressed "F. S. F.," Swansea-place, Rotherfield-street, Islington.

MINING INVESTMENT.—T. FULLER and CO., 51, THREADEEDLE-STREET, LONDON, beg to call attention to the favourable opportunity of INVESTING in BRITISH MINES, particularly in those dividing their profits every two or three months, which average from 15 to 30 per cent., with every prospect of continuance, and being free from fluctuation, such as Consols, railway, and other securities; and especially direct attention to the PURCHASE of SHARES in many PROGRESSIVE MINES, being in full operation, with efficient machinery, &c., for the development and bringing the same into a profitable state of working, which, at present prices, cannot fail to remunerate all who invest; a careful selection of such alone can be obtained by a daily communication with agents of high scientific and practical experience of the principal mines in Devon, Cornwall, and Wales.
T. FULLER and Co. will furnish every information to capitalists, either personally or by letter, and can effect purchases or sales of every description.

TAMAR SILVER-LEAD MINING COMPANY.

The committee of investigation, appointed at the meeting held on the 24 Oct. last, have published the report presented to the adjourned meeting on 12th inst. This document is most elaborately drawn up, and is divided into three sections:—1. On the London management, accounts, and finance. 2. On the local management and state of the mines.—And, 3. On the conclusions they have arrived at, and on the course they advise the shareholders to pursue. In commenting on the London management, accounts, and finance, the committee allude to the fact that at the meeting held in October the shareholders requested that the banker's book, and ore bills for 3600*l.*, stated to be in the company's possession, might be produced. Mr. Stainsby, who besides being a director is also a paid officer of the company, refused to produce them. After the chairman had declined putting a resolution for their production, a shareholder submitted it to the meeting, when every one present voted, with the exception of the directors. Mr. Stainsby still persisted in his refusal, contending that inasmuch as the two documents submitted to the meeting, one called "Statement of accounts for twelve months, ending with cost for Aug., 1854," and the other "Ledger balances to 27th Sept., 1854," had been approved by the company's auditors, the shareholders had only power to receive or reject such documents. With the exception of Mr. Carr, all the directors were present. The committee were unwilling to believe that they concurred in the views maintained by Mr. Stainsby, yet, by offering no support to the shareholders, but following implicitly the course dictated by that gentleman, they opposed the unanimous wishes of a large and influential body of shareholders, and rendered it incumbent on them to ascertain at the outset of their enquiries with whom the management of the affairs actually rested. After some difficulty, they succeeded in obtaining the bankers' book and the ore bills for 3600*l.* In the bankers' book, the balance of 1480*l.* 7*s.* 7*d.* stated in the accounts was found correct, and the ore bills for 3600*l.* partially endorsed. A lengthened correspondence is then detailed in the report, and by which the committee endeavoured to obtain an interview with the directors, but were completely foiled until the 20th of Nov., and could only consider the inference relative to the management of the company's affairs, suggested by the proceedings at the annual meeting, to be completely established by that correspondence. The directors were willing to meet the committee, but Mr. Stainsby was determined that no such meeting should take place. The directors did not revoke their appointments, but Mr. Stainsby did it for them; and further, Mr. Stainsby promised to lay an official letter before the board, and to send their reply on the 12th Oct., but to the present time has never done it. On the 20th of November the committee succeeded in meeting four of the directors, Messrs. Carr, Stainsby, Wilkinson, and Dr. Spurgin, to whom certain questions were put, and amongst others, the replies were that Mr. Stainsby and his clerks kept the accounts, and they were to apply to them for explanations. The directors, collectively, only examined the accounts annually before they were presented to the shareholders; they left them at other periods to Mr. Stainsby, who was paid for the duty, the directors considering their duties merely nominal, and discharged on faith. The ore bills were partially endorsed when received, and left in the custody of Mr. Stainsby, who they considered responsible, if lost or irregularly employed. The directors referred the committee to Mr. Stainsby for any explanations respecting certain discrepancies between the company's books and the bankers' book, as to the entries relative to several ore bills. To carry out the latter investigation, Mr. Stainsby agreed with the committee to meet them at Salvador House, on Tuesday, the 7th of Nov., but, as on former occasions, he did not appear, and it was alleged he expected them the previous day. This was admitting the fact, by the directors themselves, that the business of the Tamar Silver-Lead Mining Company was conducted by five directors nominally, but really by one. The committee think it most important that the shareholders should keep this fact continually in mind, as a grave responsibility attaches to the directors for so entire a delegation of their duties to one individual of their body. The committee, referring to the accounts, say, taken as a whole, the accounts laid before the meeting are a correct transcript of the company's books, and accurately enough represent the company's financial position on the 27th Sept. last; but unless it is to be maintained that, provided all is square and correct on one day in a year, it is immaterial what happens at other periods, the committee have no hesitation in stating that from the accounts which the shareholders were asked to adopt they could not form a true opinion of the ordinary transactions of the year. For example, from the accounts it might be assumed that all ore bills during the year had been regularly applied to the company's use, but from the accounts it appears that the company received during the year seventeen ore bills, amounting to 16,359*l.* 7*s.* 4*d.*; out of these, the proceeds of three only, amounting to 2162*l.* 11*s.* 5*d.*, were received by the company's bankers the day they became due; ten, amounting to 10,596*l.* 15*s.* 11*d.*, did not (with the exception of 200*l.*) reach the company's bankers until intervals after they became due varying from one day to six weeks, and some then in broken sums. Of the remaining four, two amounted to 2600*l.*, due after the committee's appointment, of which one was paid regularly in, and the other two days after it was due; the other two, amounting to 1000*l.*, are not yet due. Again, from the statement of accounts for twelve months, it might be assumed that the month's cost was promptly paid; but the fact was, the company owed, on the 27th Sept., for directors' acceptances, 954*l.* 17*s.* 11*d.*; and for running accounts, 1809*l.* 17*s.* 11*d.*—2764*l.* 14*s.* 2*d.*. The committee think that nothing but extreme poverty can justify the almost entire adoption of payments by bills, to the general exclusion of payments in cash; and the committee show, by a table extracted from the books, that so far from the mine having been in poor circumstances, the monthly surplus of bills and cash over cost has never been less than 733*l.* 16*s.* 7*d.*, and has averaged during the year 2026*l.* per month. If the cash balances recorded in the company's ledger had been checked by the bankers' pass book, some very material discrepancies would have been discovered. For instance, in the ledger the bankers' balance on the 13th July, when the June cost was remitted, is recorded as 1002*l.* 16*s.* 8*d.*; but the real balance, as shown by the pass book, was only 2*l.* 16*s.* 8*d.*, part of an acceptance for 1500*l.*, which though due on the 17th June did not reach the bankers' until the 15th July. The balance in the ledger on the 14th of Sept. is recorded as 2060*l.* 16*s.* 11*d.*, but the pass book shows they had only 10*l.* 10*s.* 11*d.*. Two acceptances, one for 850*l.*, due 30th July, did not reach the bankers' until the 16th Sept.; the other, for 1200*l.*, due the 4th Sept. did not reach the bankers' until the 26th. The directors, being asked to explain these discrepancies, were referred to Mr. Stainsby; but as the committee could not obtain an interview with that gentleman, they asked Mr. Barnard, Mr. Stainsby's clerk, for information on the subject, and who, amongst other answers, stated that he never saw the bills after they were entered in the bill book, as they were then finally placed in Mr. Stainsby's possession. The accounts further state that the company has a "reserve fund" of 2299*l.* 13*s.* 3*d.*; that a floating surplus exists, partly in cash and partly in ore bills. There can be no doubt to call it a reserve fund the committee consider a misemployment of terms, calculated to encourage a serious misconception of facts. On the 13th May, 1854, this fund appears to have been sold out, and to have produced 1427*l.* 6*s.* 6*d.*, being a loss of 178*l.* 9*s.* 7*d.*, and has never been re-invested. Such investment having taken place, and remained for some years untouched, the committee consider the answer given to a shareholder at the last meeting, "That because the fund had not reached 3000*l.* the directors had not invested it," involved an evasion of the real circumstances of the case. Again, by the accounts it might be supposed that the payment of 200*l.* a year to the directors, and 4*s.* 4*d.* to the auditors, was all that was chargeable for London management; but the fact is, the total charges are 620*l.* 6*s.*, the 204*l.* 4*s.* being charged in London, while the remaining 416*l.* 2*s.* is charged in the cost-sheets of the mine, under the head of sundries.

The second section of the report is on the local management and state of the mines. The mines had been separately inspected by Capt. Henry Rowe, and three of the committee had visited the mines, accompanied by Mr. Wolferstan, and, assisted by him, had minutely enquired into the local management in all its branches. Captain Rowe, after giving a very full description of the various workings, says that he found the dressing department in a much better state than when he last saw it. There could be a little improvement made in the first process of dressing, but the space of ground is so confined as not to allow them the advantage of the improvement. The average earnings of the tributors for the last six months had been 4*s.* 2*s.* 6*d.* per man per month, and of the tutworkmen for the same period 3*s.* 6*s.* 6*d.* per man per month. Mr. Wolferstan, in his report, says at surface the machinery does the work required, but it is far from being kept in proper order, and by proper alterations and attention a saving of from 80*l.* to 90*l.* a month might be effected. The books at the mine were sufficient, and very clearly and well kept. The receipt of stores and materials regularly entered, and the merchants' bills charged close up

in the cost-sheets. On examining the ledger, however, he observed that the merchants' bills were not regularly paid, and until very recently the amount due to them varied from 2000*l.* to 2600*l.*. This cannot but be imputable to the true interest of the mine, as it is obvious a higher price must be charged for, perhaps, an inferior article. The committee observe that, on a careful comparison of these reports, a remarkable concurrence of opinion will be found on the chief points for consideration. Both are favourable to the South Mine, representing it as well laid open, but very closely worked; and both agree in their estimate of future returns of ore. Both are decidedly unfavourable to the North Mine. The committee are of opinion that Capt. Evans discharges his duties in a satisfactory manner, and merits the confidence of the shareholders, but were convinced many advantageous alterations might be made in the local management.

The third section are the conclusions which the committee have arrived at and on the course which they advise the shareholders to pursue, and which we give in *extenso*—

1. That the expense of the London management much exceeds the value of services rendered, and that the company ought to pay.
2. That the ore bills belonging to the company have not been regularly applied to the company's use, although the proceeds have eventually been accounted for at various times, and in various sums.
3. That false entries have been made in the accounts at the London office, and that an authority for the committee to obtain information from the company's bankers has been refused.
4. That the general management of the company's finances has been such as to render proper economy impossible, and to bring great discredit on the company.
5. That although the directors receive salaries for their supposed attention to their duties, the whole of the management has been entrusted to Mr. Stainsby, to the prejudice of the shareholders.
6. That the reserve fund which ought to have been re-invested previously to the payment of the dividends of 6*s.* each, on the 18th January and 21st June, 1849, has been brought into the general funds of the company, and that no addition was made to that fund in February, 1853, when the dividend of 2*s.* per share was paid.
7. That the true state of the mines has not been laid before the shareholders at their annual meetings, and that a great waste of capital has consequently resulted.
8. That the North Mine has been an injudicious adventure from the beginning, and ought not to have any further trial than that stated both by Mr. Wolferstan and Capt. Sprague.
9. That the South Mine, under a more efficient and economical management, would pay dividends.

We, therefore, recommend that a total change in the direction and management of the company be forthwith made, and that the terms and regulations endorsed on the scrip be modified, so as to give the shareholders a larger voice in the conduct of their affairs.

Resolutions have been prepared to carry these recommendations into effect, if you are prepared to adopt them."

The report is signed by Messrs. P. D. Hadow, W. J. Dunsford, Charles Burle, jun., G. Mackay, and A. L. Bellinger. The proceedings now stand adjourned until the 20th of January next, when it will be for the shareholders to decide whether the affairs of the company have been conducted in a satisfactory manner, or whether the suggestions of the committee of investigation are worthy of consideration and support.

MINING SPECULATIONS, AND MINING SPECULATORS.

Another of those expositions connected with mining enterprise, the necessity for laying which before the public in a court of law is so much to be deplored, as tending materially to injure that particular interest, was made in the Court of Queen's Bench, on Tuesday, by the trial of the cause, the Queen v. Henry Gibson (of Gracechurch-street), and Samuel Wilkes (of Wolverhampton). Mr. Knowles, Q.C., and Mr. Robinson, appeared for the prosecution; the Attorney-General and Mr. Huddleston defended Gibson; and Mr. Edwin James, Q.C., Mr. Slade, Q.C., and Mr. Hawkins, defended Wilkes.

The indictment charged the two defendants, Henry Gibson and Samuel Wilkes, with conspiring under false pretences to obtain from Reuben Plant the sum of 600*l.* It appeared that the prosecutor, Reuben Plant, was a coal-miner at Brierley Hill, in the county of Stafford, who had raised himself, as he said, from a humble position to be the owner of some property, and was engaged in mining operations in several counties. In the year 1851 he formed an acquaintance with the defendant Wilkes at the Great Exhibition, and soon after was induced by him to become the purchaser for 250*l.* of a share in a speculation called the "Great Welsh Mine." Wilkes soon after introduced to Plant's attention another scheme, for the establishment of a "Great Irish Mine" in Ireland. The mine which it was proposed to work was alleged to be situated on the Castlemaine property, near Tralee, and was stated to contain an extraordinary amount of mineral wealth. A letter was shown to the prosecutor, alleging that a lode of lead had been cut which was 9 ft. in thickness, and of considerable length, and that one lump of lead had been discovered weighing no less than 12 tons. The prosecutor was applied to, and asked whether he could devise any means by which the lump in question could be removed, as it was intended, if possible, to bring it to London. Gibson and Wilkes were the two proprietors of the company, which was called the Royal Hibernian Mining Company. Wilkes, as a great favour, consented to introduce the prosecutor to his brother-projector Gibson, and described him as a man of great wealth and position, to whom it would be an honour to be introduced. The prosecutor met both these persons at the office of the company, No. 17, Gracechurch-street, and, having there seen a map of the property at Castlemaine, of which it is stated a lease had been obtained, and believing their statements as to the value of the mine, he consented to become a purchaser of four sixty-fourths in the concern. For this share he paid the sum of 600*l.* by a check drawn in favour of Gibson, the manager of the company. The prosecutor was advised by the defendant Wilkes to propose that a piece of plate should be presented to Gibson by the shareholders, as a token of their respect for letting them into such a good thing. This was accordingly done. Subsequently the prosecutor went over to Ireland along with his brother directors, and was there entertained at a public dinner, to inaugurate the scheme. His health was proposed and drunk with great enthusiasm by the assembled company, as "the great Staffordshire miner," and the toast was duly acknowledged. The speech was read in the course of the trial. It was modest and instructive, and calculated to produce a profound impression for good upon the Hibernian mind, inasmuch as it held out the hope to all present that if they would only do as he (the speaker) had done, they might all rise to the same proud position, as the owner of a little capital. The enthusiasm of the meeting was raised to the highest pitch by the statements made respecting the productivity of the mine which had been opened in the neighbourhood, and the prosecutor and defendants were all adored by the inhabitants in whose vicinity such masses of lead had been discovered. It seemed, however, that although the prosecutor was by business a miner, and had gone himself previous to the dinner to inspect the mine, he had made no personal examination, but had blindly relied upon the information given him respecting it by a man named Kessell, who was in charge. Some time after he found out that no such lode as the defendants alleged had, in fact, been discovered, and that the report of the mine which had led him astray had been concocted by Gibson, and by him sent over to Kessell, to be copied by him and forwarded to London. The mine had not produced anything at all; and it is now alleged by the prosecutor that the whole scheme was a fraud upon the public, planned by the defendants, who had succeeded in getting 600*l.* from him for a share in a concern which they well knew was worthless. In the first instance, the prosecutor had brought an action to recover back his money; but on discovering the circumstances of the fraud, his solicitor advised that the case was one for punishment, and that he ought to proceed criminally against the defendants.

The Attorney-General cross-examined the prosecutor at some length, with a view to show that he was eagerly anxious to have a share in the undertaking, and that he well knew the nature of the speculation, which it was suggested was really of value, but only failed for want of funds to carry it out.

Lord CAMPBELL here interposed, and said he thought it would be better for the action to proceed, rather than that the question should be tried in a criminal proceeding on which the defendants could not be examined. He (Lord Campbell) did not like to make any strong observations, lest he should prejudice another enquiry; but he must say that this was not the shape in which the question between the parties should be determined.

Mr. KNOWLES said, the testimony given by the prosecutor as to the fraud had not been at all shaken.

Lord CAMPBELL said, the scheme had gone on for two years with the sanction of the prosecutor, and his (Lord Campbell's) opinion was that this proceeding should now be stopped.

The Attorney-General said, that if this proceeding should go on it would be impossible to try the action, for it would then be said the defendants had already been convicted by a jury.

Mr. KNOWLES said that, upon the intimation which he had received, he should proceed no further.

Lord CAMPBELL said, he should make no further remarks upon the case,

but he would say, in the presence of the Attorney-General and the members of the Legislature, that he hoped the time was not distant when prosecutions of this sort would not be initiated without the sanction of some responsible officer of the Crown.

The Attorney-General said, it should not be his fault if that end were not secured.—The jury then found the defendants "Not Guilty."

MINING LAW WINDING UP.

The Birch Tor and Viller Mining Company, established for working certain tin mines in Devonshire, had been formed in 1845, and was carried on upon the cost-book principle. Mr. Lawton (the petitioner) had been a shareholder in 1847 by the purchase of 30 shares, upon which he had paid calls to the amount of 700*l.* In October, 1851, he received a letter from Mr. Square, the secretary of the company, and joint trustee with John Hardy of the lease of the mines, calling his attention to a resolution passed at the last special general meeting of the company, by which it was resolved that the provisional agreement entered into between Square, on behalf of the company, and Messrs. George Knight, Huxley and William Geo. Reed, should be confirmed. The agreement, which was dated the 17th of July, 1851, contained the following stipulations:—"The lease of the Birch Tor and Viller mines, to be assigned to Huxley and Reed, or their assignees, on the following conditions:—1. Messrs. Huxley and Reed to create a company for working the same in any number of shares not exceeding 17,000, at 1*l.* per share. 2. Of these 5000, paid up, are to be handed over in satisfaction of the interests of the existing proprietors. Mr. Square to deliver up the 1200 shares of which the concern now consists in exchange for the same. 3. Also 5000 of the 1*l.* shares shall be converted into cash, the proceeds to be applied in liquidation of the debt now due on the mine. Mr. Square undertakes, in consideration of these two amounts, 5000 shares and 5000*l.*, to deliver the mine free from liability, and to produce satisfactory receipts if required. In May, 1852, notice of a meeting to be held on the 14th of June, to arrange for the accepting the transfer of new shares, payment of liabilities, and settling the accounts, was sent to the petitioner. This meeting was adjourned, and in the following November a copy of certain resolutions passed at a meeting of the adventurers held on the 25th Nov., and a statement of accounts were received by the petitioner. The accounts, after taking credit for 5000*l.* purchase money for part of the mine, showed a balance of 918*l.* due from the adventurers, to raise which amount it had been resolved to make a call of 1*l.* per share. Mr. Lawton, who was not present at the meeting, stated on the petition that he was dissatisfied with the statement of accounts, and with the surrender of the shares in the old company, and refused to pay the call or to accept the transfer or arrangement. He had, in application to Square, been furnished with a further statement of accounts, by which it appeared that there was a liability of 2876*l.* still existing, and that of the arrears of calls 388*l.* was owing by Bayly and Square. On the 7th of April last an action was brought against the petitioner at the suit of two creditors of the company, to recover from him as a shareholder 63*l.* 16*s.* 5*d.* The petitioner served Bayly and Square with notice of this action, and claimed to be indemnified by the company. The company not having caused the action to be stayed, gave an indemnity. Mr. Lawton had presented his petition to have the company wound up, under the Joint-Stock Winding-up Acts of 1845 and 1849.

Mr. ROLT and Mr. SIDNEY SMITH, for the petitioner, contended that the accounts were most satisfactory, and that the petitioner was entitled to have the partnership wound up, for the purpose of having the accounts taken. He had been no party to the transfer, and had never sanctioned it.

Mr. ROXBOROUGH opposed the petition. The petitioner cannot now dispute the sale of the mine, which had been consummated by every shareholder ratifying himself. The statement that the accounts were unsatisfactory, inasmuch as, having had notice of every facility had been offered for investigation, the company having actually offered to pay any accountant selected by the petitioner. There being no person in a cost-book mine competent to sue for calls, it was the practice to let a creditor whose debt was equal to the amount due for calls, and allow him to sue the shareholders.

Mr. ROLT was heard in reply.

The Vice-Chancellor (Sir W. F. Wood) said that if the petitioner had rested his case on the facts that he had been sued by a creditor, and had not been indemnified by the company, the petition would have been dismissed, inasmuch as, having had notice of the intention to work the mine in a different manner from that originally proposed, and again of the sale in June, 1851, he had for three years taken no steps in the matter. The case, however, was varied by what had subsequently taken place; the company could not, of course, compel the petitioner to take shares in the new company, and it must be considered still to exist for the purpose of being wound up. In the first account rendered by the company they took credit for 5000*l.* received, or to be received, and in the subsequent account put forth debts were still shown amounting to rather more than 2800*l.* still owing by the company. In this account credit was no longer taken for the 5000*l.*, which must be taken to have been without benefit of payment, and still left outstanding; this was distinctly averred in the petition, and would seem to have required explanation. Again, Mr. Bayly, who appeared to have taken upon himself the management of the company's affairs, appeared to have owed the company 300*l.* Under these circumstances, then, the petitioner having shown a serious risk to himself on account of outstanding debts of the company, and the company not having made it clear to him that there were no undisclosed liabilities, the petitioner was entitled to have an order for winding-up the company, upon the terms of his not disturbing the agreement entered into for a sale of the old company in 1851.

SOUTH WALES AND SOUTHAMPTON RAILWAY COMPANY.—A prospectus has just been issued by the above company, formed for the purpose of constructing a direct and unbroken line of communication from the South Wales mineral district to Southampton, Portsmouth, Brighton, and the whole of the south coast of England, to London and the metropolitan suburbs of Kent and Surrey; for providing a shorter and convenient route for the conveyance of Irish produce to London, Southampton, and Portsmouth; and to provide railway accommodation to a rich and populous district, at present destitute of that convenience. It will commence in the neighbourhood of Western-Super-Mare, pass through Abingdon, Chertsey, Woking, Winchester, Bournemouth, where it will join the Salisbury and Yeovil line, completing the communication with the south coast, while Wales will be connected with the railway by a large and daily increasing, and Welsh steam coal in particular, the supply of which at present is uncertain, will ever find a profitable market for the Government and companies' steam-boats, and for manufacturers; the former have long been fully aware of the importance of such a line, and the promoters expect the company will receive their patronage. The distance from Cardiff to Southampton, by the present railway route, is 195 miles; by the Great Western, through Salisbury, 170 miles, with a great deal of gauge; and by the proposed route 101 miles without break of gauge. The distance to London by the present route is 170 miles, by that proposed 156 miles. The present consumption of coal in Southampton is about 150,000 tons per annum, while the surrounding population in Wilt, Hants, and Sussex exceeds 500,000 persons. The present cost of conveying coals from South Wales to Southampton is from 7*s.* 6*d.* to 11*s.* per ton, but they may be transported by the proposed route, with a good profit, at from 6*s.* to 7*s.* per ton. Other advantages to the public, and steam-boat companies will accrue in the certainty of a regular and abundant supply, securing a uniformity in price. With respect to the local traffic, an idea may be formed of its probable profitable character, from the fact that the district through one of the busiest and most populous agricultural districts in England, containing within five miles on each side of the railway a population of 130,000 persons. The facilities which will be given to the Irish traffic, while at present passes through Bristol, will convey many public and general advantages, while the proposed steam-ferry will be a great accommodation for the conveyance of agricultural produce from the western counties to South Wales. The company is powerfully supported by land owners, local authorities, and commercial interests; the capital is 500,000*l.*, in 37,500 shares of 20*l.* each; and from the peculiar features of the undertaking, the least amount of general advantage it will confer, and wants it will supply, promises to be highly remunerative upon the invested capital.

RYHNEY RAILWAY.—In the last session of Parliament, the Ryhney Railway Company obtained an Act for the construction of nine miles of railway; and at the last half-yearly meeting the shareholders passed a resolution for the extension of such line, leaving the directors to decide as to the best means of carrying out such extension. The result of their enquiries and consideration has been the decision to extend the original line from its southern terminus to a point on the Taff Vale Railway, called Walnut Tree Bridge, near Taff's Well, six miles from Cardiff, involving the construction of nine miles of additional railway, at a cost of 60,000*l.*—between 6000*l.* and 7000*l.*, a mile—making the entire length 15 miles, and enabling them to avail themselves of the Taff Vale Railway the additional six miles to reach the shipping port of Cardiff. This line will thus pass through the entire valley, and form an easy and cheap means of transit for the entire mineral produce, which, from having hitherto only one mode of conveyance of a tramway, has been partly developed; and the total exports and imports in iron, iron ore, blackband, ironstone, coals, and coke, have not exceeded 250,000 tons a year; whereas the supplies and requirements are inexhaustible and immense, and will, doubtless, by this improved means of transit be indefinitely extended. Applications have already been made, in anticipation of the construction of the railway, to the land proprietors for their minerals; and its capabilities of remuneration may be judged from the fact that, on the moderate yield of coals from each colliery of 40,000 tons annually, a sufficient toll could be received to pay 1*l.* per cent. on the capital invested in the line, while the existing traffic of the Valley, the iron-works, and towns of Ryhney, is sufficient to yield a fair return upon the capital, without at all relying upon the future development of its resources. Powers to run over the six miles of the Taff Vale line have been secured, with the consent of that company. A short branch will also be made to Cardiff—one to the new docks at Cardiff, and one to the Taff Vale extension line to the Newport, Aberystwyth, and Hereford Railway. The branch to the Taff Docks will form an unrivalled outlet for a large mineral traffic as can be obtained; while the short branch to the Taff Vale extension will place the railway in unbroken connection with the midland counties, and with the whole narrow gauge system of the kingdom, from which it is at present separated. Plans have been deposited, and accessions steps taken for an application to Parliament—the capital being 100,000*l.* in 10,000 shares, of 10*l.* each.

Capt. Rowe, of the Laxey Mines, Isle of Man, having opened a list for the Patriotic Fund amongst the miners, and headed it with 5*l.*, in a short time his men contributed 30*l.*; thus 25*l.* was quickly raised in this little place.

MADAME TUSSEAU'S EXHIBITION.—Two highly interesting portrait models have been just added to this most excellent collection of historical subjects deposited. They represent the two heroes of the war, Lord Raglan and Oliver Picton, both figures are in military costume, and are highly creditable to the taste of artists employed.

HOLLOWAY'S PILLS AN REMEDY FOR INDIGESTION AND DYSPEPSIA.—The widow of an officer in the army, residing at Southampton, who had lived for several years in India, suffered from dyspepsia and indigestion, and her system became thereby so debilitated that she was reduced to a complete skeleton, and suffered continually from sick headaches and nervousness. On her return to England she commenced taking Holloway's pills, and in the course of six weeks this unvaluable medicine removed all traces of those distressing complaints, and she now enjoys the best of health.—Sold by all druggists, and by Prof. Holloway, 244, Strand, London, and 90, Maiden Lane, New York.

THE GLENFIELD PATENT STARCH, washed in Her Majesty's Laundry, is sold by all grocers and alienists; by Robert Waterhouse and Co., 40, Dunlop-street, Glasgow; and Waterhouse, Mackay, and Co., 66, Queen-street, Chapsdale, London.

Original Correspondence.

FALLACIOUS VALUE OF MINING SHARES.—No. IV.

SIR.—My communications being grounded on facts, I am not bound to find all the "Veritas" in your Journal with optics, or sense, to read and understand them as honestly conveyed on my part; consequently, there is only one reason why I notice "Veritas" of Saturday last, which, probably is the individual in the "Smoky Nuisance" of two days later date, which would account for his want of proper vision, and thereby not only misunderstanding what I really wrote, but misrepresenting what I did; in fact, quoting a whole sentence in inverted commas that will not be found, either in intent or meaning, in the letter I sent you. His sad obliquity of vision leads him to falsely state my words as "That no mine with a large number of shares can possibly pay the shareholders." Not a syllable of this will be found in my communication. The divisional number of shares can have no influence on the mineral wealth below, nor in the profit or loss above ground. All I contended for was, that the success of mining depended not on shares being extended to 100,000, to draw "the million" into its circle, as recently shown, bringing ruin on our domestic servants, who got entangled in embarking all their little and hard-earned savings in such rags as Wheel, and driving them to seek protection in the Court of Insolvent Debtors. The cases decided are but few when compared to the number pending. Parties who hold up such a system are doing a serious injury to legitimate mining, and the public may rely that it is done more for the purpose of share jobbing, and enriching those who concoct such schemes, than with any real intent of working mines under the good old cost-book system.

Nineteen-twentieths of all the dividends hitherto declared have been in mines where the shares have not exceeded 1024, the larger portion thereof in 256ths and under; and Par Consoles, until March, 1852, was in 128 only, prior to which period the large portion of dividends were paid, very few parties being the fortunate recipients thereof. Since the shares have been multiplied fiftyfold, the profits have diminished, and the sale of ore lessened. For instance:—

From 1st July, 1852, to end June, 1853, 5087 tons sold for £40,065
 1st July, 1853, 181,326 28,965

I am happy to find they are improved in the last half-year, and most sincerely trust they will again resume dividend paying.

The fact is, that shortly after the decease of the principal proprietor a large portion of his shares were brought into the London market for sale. The late Mr. George Thomas, of Winchester House, Old Broad-street, being thought an able financier, and with the wand of the "Wizard of the North," transformed every share into 50, and, by a skilful London manoeuvre, and assurance of dividends forthcoming, succeeded not only in forcing the market, but in pursuing a similar scheme as regards Great Polgoth, and some other of his acquisitions, by which the public have found themselves done Brown enough. Great Polgoth, on the 22d March, 1851, stood at 11,000 shares, 2s. paid. On the 5th May they made a call of 1s. per share, and out of the amount declared a dividend of 2s. on the 17th Sept., boasting it as a profit equivalent to 14 per cent. per annum. This caused the shares to rise in the market, and in March, 1852, they were from 1 to 1½ prem. In May they declared another dividend of 4s. The means adopted to provide these funds were by a further issue of 2750 shares, at 3s. each, and thus all went on swimmingly, for in October following they declared another dividend, making altogether 16s., and this time the 2s. shares up 57, each, 13,750 shares at 57s., 68,750s. A speedy change arose, the total tin sales for the quarter ending—

	Tons.	71	£4186 17 1
Dec., 1852, being			
March, 1853, "	78	5334 1 5	
June, "	63	3790 6 5	(Shares at a discount.)
Sept. "	63	4359 15 8	

Total for one year Tons. 275 £17,701 0 7

On the 6th Sept., 1853, the committee report commenced with the following paragraph:—"The statement of accounts presented at the general meeting, signed by the auditors, appears to have been manufactured for the object of making a profit appear, upon which dividends might be legitimately declared, and which, in fact, were paid out of the company's capital." At this meeting a call of 15s. per share was made (10,312s.), and shares went down to 1½.—a wreck of four-fifths of the 68,750s. in eleven months.—Dec. 20.

ANON. (of Turin).

THE GIGANTIC PROJECTS IN AUSTRALIA.

SIR.—Since my communication of the 28th of November, in which I expressed my opinion of Sir Henry Young's gigantic proposition, I have received files of the *Sydney Morning Herald*, and my attention was immediately directed to the subject, as discussed in that important organ of colonial opinions. By that authority it is at once admitted as a practicable and feasible plan. I would freely admit the same conclusion, were I not personally acquainted with the Australian continent; and I am quite certain that such inter-colonial communication as that proposed by Sir Henry Young is not, and as far as each colony is concerned never will be, required. It would, indeed, be a great boon to South Australia to centralise all the internal commerce of Australia to her city of Adelaide. Indeed, the advantages would be such that it is plainly the interest of that colony to apply for the Imperial sanction, and project and complete the work herself; instead, a very hasty glance at the map of Australia will show the fact that would the other colonies be persuaded to join in the scheme as proposed, South Australia would have a very considerable portion of the work within her own boundary, and that, consequently, a very small portion of the burden would fall on her shoulders, at the same time she would reap a very large proportion of any advantages that might result. The wealth of the interior of Australia must mainly depend on her pastoral pursuits, as producing the only exports that are ever likely to assume that importance that would afford to pay the expense of such an outlay. Australia never will be a grain-exporting country; and even if there ever should arise such a demand, there are millions of acres within reach of her shipping ports where grain can be produced to any extent.

The interior of Australia, except in some few localities, does not promise any mineral wealth. With very slight exception, all her mineral wealth lies within a comparatively short distance of the coast. The interior of Australia is one vast plain, evidently the sedimentary deposit from higher lands, dependent for many hundred miles upon surface-water. In dry seasons wells have been sunk to great depths, without cutting through strata capable of retaining water. The extreme flatness of the interior plains may be illustrated by a fact. In floods, the back water of the Murrumbidgee and Murray rivers unite across a tract of plains of upwards of 100 miles, and at least 200 miles above their junction (see Yanco Creek), which is simply an ana-branch between the two rivers. I do not dispute the fact that many tracts of fine land would be open for settlement, and that these settlements, when established, would abound in every essential production for their own comfort in life; but I much doubt that they could at any time, present or future, compete with producers nearer the coast. The great value of the Australian interior is that it affords the finest pastoral country, perhaps, in the world; this, and must ever remain, its true standard of value, and it is never will be able to bear the cost of the trade to the coast. There is no doubt that in the Murray River South Australia already possesses a channel through which a vast portion of this produce will find its way to the coast; her interest, therefore, clearly lies not in projecting inter-colonial railways, but in the rapid improvement of this noble stream. Thus South Australia has ready to her hand the great artery of the interior commerce of Australia; and instead of entering the doubtful field of railway speculation, the navigation of this fine river should be her first care.—Dorling, Dec. 19.

JAMES M'ARTHUR.

COCAES AND CUIABA MINES.

SIR.—In reading your valuable Journal of the 2d inst. I see an enquiry, by a shareholder, who signs himself "V. W.," why the rich and valuable property (Cocae Mines), in these days of depression, should remain in a state of unproductive waste. In your Journal of the 9th, another shareholder endeavours to account for it by attributing it to the bad management of Mr. Oxenford, in whom the shareholders have no longer any confidence.

Why did not these shareholders keep up their half-yearly meetings, as well as the St. John del Rey, Imperial Brazilian, and other mining companies, and afford the directors their aid, rather than to allow their property to be involved in such difficulties, as it is at present? They would then be able to see their accounts audited every meeting; and if they discover any discrepancy, embody a committee, and go into an enquiry; but no word of a meeting of this company has been recorded for years past. When Mr. Oxenford's accounts were audited, in 1847, they were found correct.

Mr. Oxenford is willing to give up the management on reasonable terms: the "Shareholder" declares he is not for wholesale sacrifice, but he would that Mr. Oxenford (after he has sacrificed more than 30 years of his time, and staked a fortune in the speculation) should take the chance of the enhancement in the price of his shares in the market for his reward. Why do not the shareholders call a meeting, adjust their accounts, and pay off their liabilities? By so doing, they would quickly obtain the management.

It is evident from the statement of "V. W.," as also the "Shareholder," that they are totally ignorant as to the situation, extent, and value of their property. The estates they speak of is apart, and many miles distant from the Cocae estate; their mining property is, however, more than doubly as extensive as that of any other company in Minas Geraes, and their blacks far superior to those of other companies. The Cocae (estate) Mine is situated three leagues to the east of the once-famed Gongo Roco Mine, and is on the same auriferous formation. Between Gongo Roco and Cocae are the Ouro Preto, Trindade, and San Miguel Mines; and to the east of Cocae are the Brumado Mines, all on the same auriferous formation. The Cocae estate is from two to three miles long, more than a mile of which is virgin ground. In addition to this mine, the company have several others—viz., Mocaba-Discoberto, Pompeu-Cuiaba, and others. The Cuiaba is a rock mine, situated 2½ leagues to the east of St. John del Rey, and contiguous to the same chain of mountains. The mine is on the side of the mountain, about 800 feet above the river; it is wrought by making levels from the side of the mountain to intersect the lodes, and if judiciously worked, would scarcely be second to the St. John del Rey Mine.

The unfortunate crash which "V. W." mentions to have taken place, occurred during the superintendence of a Captain Bowden, who was sent over from England in 1850; fortunately for the company, as well as for the Europeans employed, it took place when no one was in the mine, or a fearful sacrifice of life must have occurred. Since then another crash has taken place in the same mine, but the latter occurred from want of timbermen, there being only one English captain and one miner to do the whole work of the mine. The first crash was accompanied by one at the Cuiaba Mine, and another at a mine further west; at the latter two lives were lost, and a man severely wounded.—Dec. 12.

MEDIATOR.

MINING IN THE LINARES DISTRICT.

SIR.—Having read a letter in your Journal of the 10th inst., signed by "A Shareholder" in Linares Mines, advocating an amalgamation between the New Linares and the San Fernando Companies, I beg you will, for the sake of truth, allow me to correct the statements of the writer as to the New Linares Company, the position of which is, in many important points very different to that of the San Fernando. In the first instance, the New Linares Company has got smelting works, constructed on the best plan, costing no less than £10,000, and requiring only the small outlay of some 4000, to complete. It has got two excellent steam-engines at two different mines, costing £1000 each, and requiring only a few weeks to complete, besides various buildings and inventories. It has got mines on which 10,000s. have been spent, with a view to their development, during the last eighteen months. In addition, the New Linares Company has got a board of responsible directors, and happily has as yet no debt.

That the San Fernando Company has several mines of promise, and good smelting works, Capt. Jeph Hitchens's late report, no doubt, states; but it also mentions that he was surprised not to find any adequate steam machinery, and other well-established appliances that modern practice has introduced, together with such skilled English smiths, carpenters, pitmen, &c., as he would recommend, without which machinery, &c., he is convinced, the most beneficial results cannot be obtained (vide Report, pages 9 and 10). Moreover, the San Fernando Company has not a responsible

board of directors, the shareholders have had no accounts rendered to them of capital and expenditure; whether the mines and works are free from debt is likewise an unknown thing; and it is a singular coincidence that, whereas dividends were paid as long as the shares were saleable at about par, none has been declared since the shares became all but unsaleable.

These points are recommended for consideration to every holder of Linares shares, and particularly to your correspondent, who might for his own satisfaction have informed himself of the actual position of the New Linares Company, by examining its books, always open to shareholders. Why he has not done so may be because he is not, as your obedient servant, A LARGE SHAREHOLDER IN THE NEW LINARES.

PRACTICAL AND THEORETICAL MANAGEMENT.

SIR.—Having lately seen a good deal in your Journal upon this subject, and feeling, as I do, that not only in our mining but also in our other commercial undertakings, we often get vastly more theoretical than practical management, I am induced to trouble you with the following few remarks. I think there can be no doubt but that in many of our undertakings the absence of success is to be attributed to that cause, and to that alone. And certain it is, that too great a care cannot be exercised in selecting a man for the direction of our mining and other operations for his thorough practical qualifications, however homely his pretensions to book learning may be. Such a man is essential to success; the theoretical and experimentalist is often little better than an adventurer, saying a deal upon chemistry, mathematics, &c., as a cover for his ignorance of sinking, hauling, and the other details of practical mining. Depend upon it, Sir, the wise and sound course is, for practical purposes to take practical men.

Among the wealthy and successful coal and ironmasters of this district, with those of North and South Staffordshire, Derbyshire, and Monmouthshire, you find nothing of the theoretical, but all pure, sterling practical pick and gad management. Most of these know as much of book-learned geology, mineralogy, and metallurgy, as a mouse of music, yet result prove that no men know better than they how to lay out a plant, sink shafts, drive levels, open workings, raise coal and ore, and produce a pig or a manufacture bar, with a certain and remunerating profit.

On the other hand, and as a contrast, take Glamorganshire and other districts, where you get your London proprietors and theoretical managers, with knowledge sufficient (of a particular quality) to fill volumes: but what are the practical results? In nine cases out of ten, nothing more than profits upon paper, promising reports, prominent capital accounts, heavy sales, and, in the end, certain destruction.

Theoretical management may serve to mystify the minds of shareholders, and to pacify for a time uneasy adventurers, but as to actual dividends has, up to this time, invariably left your very obedient servant ANXIOUS.

THE SAFETY-FUSE, AND MR. R. SYMONS.

SIR.—In your Notices to Correspondents of the 16th December, you say,—"Our columns are not a vehicle for indulging in personal and party attacks, however, to content wherein a 'personal attack' consists, if the letter headed 'Safety-fuse,' published in your Journal of the 3d inst., be not personal to a libellous extent."

Mr. Heath and Mr. Lean, in replying to your courteous correspondent, having made allusion to the award of the Royal Commissioners at the Exhibition of 1851, we feel called on to explain it. Messrs. Bickford and Co., as inventors of the safety-fuse, would, of course, receive the Prize Medal; and we are certain that all the present makers consider they were fairly entitled thereto. As to the quality, however, we may say, could it have been ascertained by looking at the fuse through a glass case? such has been the only test to which the manufacture was subjected.

Pembell's Safety-Fuse Works, Pool, Dec. 19. W. BRUNTON AND CO.

THE RIFLE, AND THE SMOOTH-BORE MUSKET.

SIR.—I observe in the different military publications several letters from highly intelligent and experienced officers, and lately, in the *Times*, from that distinguished officer, General Sir Wm. Napier, on the relative merits of the rifled and smooth-bore musket in general action. All experience proves that the loading of the rifle is not so rapid as that of the smooth-bore; the cause is, that the present rifle cartridge, consisting of a single bullet, and a small quantity of powder, is not so easily put into the powder from the broken cartridge into the barrel. If the cartridge was formed after the manner represented by fig. 20, p. 7, in my pamphlet on *Projectiles*, this counter-marching of the shot would not be necessary, an awkward motion would be saved, and the fire of the rifle would be as rapid, and far more efficient, than that of the smooth-bore, resulting from the greater powers of penetration and direct continuity of momentum of the elongated rifle shot. J. NORRIS.

Dec. 20.

THE AVE MARIA COMPANY.

SIR.—I am obliged by the notice of Mr. George Parker, "one of the committee," and beg to thank him for so much information as his letter conveys, which is possibly more than he designed. I might have been a candidate for a share of his committee duties, if my already sufficient engagements had afforded the time and opportunity. The aim of my former letter was evidently to perfect the proposed object for which the committee were presumed to have been appointed by the shareholders. The suggestion could have been offensive only to those who consult opposing interests; and, by the simple procedure, the shareholders can appreciate the designs of at least one member of the "committee of investigation."

The committee were reminded by me of an unquestioned source of reliable information. If they do not happen to prefer to avail themselves of it as gentlemen, then they must have mistaken their vocation, and stamped an inappreciable value on whatever they may do. It only remains for me to beg Mr. George Parker not to attempt to be so mysterious as to their proceedings, nor try to frighten men with silly threats of resignation; these are threadbare dodges, which have no value.

The simple procedure, as Mr. Parker says, "shows the cloven foot again." It tells too plainly to be mistaken, the judicial complexion of the writer, and betrays the judgment to which he leans. If I lay bare the arm in the act of slinging a wanton blow at the gentleman who courageously mounted the forlorn hope, and who has, to say the least of him, had many courage enough to fight the battles of the shareholders. Is it a noble foe, or an ungrateful, despicable, renegade, that could aim such a blow at Mr. Guedalla, when engaged in an honourable battle for the truth? I confess it occurs to me, that the interests of the shareholders could not possibly suffer by the resignation of Mr. George Parker, assuming that his own representation of himself be the correct one.—London, Dec. 18. VEXAX.

AVE MARIA.

SIR.—There is one remark of Mr. G. Parker, in your last Journal, worthy of the serious consideration of the shareholders. He says—"How far the committee might be in error in their decision to appoint a director, who, in possession of even a small fund, I leave to the judgment of those concerned." I can bear out the truth of his assertion, and it is to this source that all the important revelations, made public by me every month since December, 1853, relative to this bubble, are to be ascribed. As he, however, states that both himself and colleagues are willing to receive and act on advice, if practicable, I beg to offer one suggestion, which is, to bring this company under the Joint-Stock Winding-up Act without further delay; and then, although the shareholders might only recover a trifle, justice might be done to Mr. W. E. Gill, and those poor men, widows, and orphans, deprived of their pay. Will it be believed that the directors put in a plea, when served with notice of action, that the company not being fully registered, could make no legal contract; and consequently all claims founded on contracts so made were illegal? What a miserable subterfuge! There are several points on which I require information. At whose instigation was the late meeting of shareholders called? Was it at that of Mr. O'Connor, or of Mr. Burge? Mr. Kelly, the secretary, ought to have enlightened us on that head, as it is currently reported that the affair was firstly advertised, in order to coerce the directors into paying just claims, to avoid exposure, but that it was soon found that their motto was—"Base is the slave who pays." The committee are earnestly entreated to peruse the *Notes and Queries* in the *Mining Journal* of Feb. 11, March 11, several numbers in January, and Oct. 14, besides references of less importance in some other numbers.—Dec. 19.

H. GUEDALLA.

BRITISH AUSTRALIAN GOLD.

SIR.—My patience is now completely exhausted, and I warn the chairman that unless he speedily convenes a meeting for the purpose of winding-up, I will publish the history of this concoction in a pamphlet, by which it will be seen that its history much resembles that of the "Great Doo and Diddle Gold, Silver, Copper, and Brass, Smash, Doo, and Crash Company," of which a ludicrous account is given in the work just published by Mr. J. H. St. John, and Co., *Doors and Prognosticators*. Mr. St. John, who states that he holds 5000 shares, and Mr. Seymour, who is also largely interested, both are to be believed, must certainly have been inoculated very largely with the traditional poison of Job, to put up so quietly with the "silent system" now practised by the self-selected directors.

H. GUEDALLA.

CORNISH MERCHANTS.

SIR.—Allow me, through the medium of your Journal, to suggest to shareholders of Cornish mines, that their simple course in recovering costs from defaulting shareholders would be to appoint a pursuer who, not being a shareholder, may sue any defaulter in any of the courts of law, and without placing any respectable merchant in the invidious position of becoming a prosecutor (whose safe course is certainly to proceed against those for whom he knows can pay); and I would further suggest to shareholders being in arrears for costs, on a demand made on them by a creditor, at the request of the committee or pursuer, that they pay the creditor so applying the amount of their unpaid costs.—Dec., 1854. A CORNISH MERCHANT.

ESGAR MYWYN MINING COMPANY.

SIR.—I have perused with attention the correspondence which has reached me, and your judicious remarks and inferences on this mismanaged adventure; and if you think the opinions of "A Merchant," with upwards of 30 years' experience, again worthy of insertion in your Journal, I willingly place them at your disposal. My individual stake in the Esgar Mywyn Mine is moderate; nevertheless, I cannot but regret the mistakes which have brought this undertaking into its present awkward position, and will probably strand it in failure and litigation. They are, perhaps, far from uncommon in joint-stock enterprise.

I am, Sir, an advocate for economy in the conduct of all commercial affairs, but in my long experience I have not always found that "cheap management" is real economy. Boards of directors are frequently composed of individuals necessarily engrossed by their own business, who attend mechanically, for the sake of the fees attached to the office, and often with party views, and very superficial practical knowledge, understanding, in fact, little or nothing of mining beyond the cry for "immediate dividends," without any clear perception of the proper means of obtaining them. Purposeless, useless talk consequently ensues, and thus they go on, meeting again and again, still without result to the important trust they have undertaken. A while too often needy and unscrupulous adventurers contrive to elude their way in, and defeat, by their "share-jobbing" propensities, the bona fide object of those who have embarked their capital with sound views, and for permanent investment.

Legitimate mining forms one of the most important branches of our internal commerce, and there can be no reason why it should not be conducted with integrity and respectability. Neither lawyers nor a large committee of management are required to transact the affairs of a good mine: a well-selected agent, under the direction of an able engineer at the mine itself, and an experienced intelligent man of business (whose remuneration should be partly dependent on the results produced), to conduct the commercial and practical part of the undertaking, are all that can be necessary; but I should imagine that a company conducting its own affairs could hardly command the services of an "efficient" manager at "1000s. per annum," though they might those of a clerk for less.

Thus arguing, however, let me not be misunderstood to imply that the accounts and general proceedings should be excluded from monthly or bi-monthly supervision:

far from it. It is here that the directors' trust interposes, it being their duty to qualify themselves by the necessary investigations, and to report results to their shareholders. Perpetual weekly bickerings would thus be hushed, the scheming, jobbing, and director-hunting of the day would be corrected, and many good undertakings might thus, by an able system of concentrated management, be saved from shipwreck, and conducted on to prosperity and success. A MERCHANT.

Meetings of Mining Companies.

LACKMORE COPPER MINING COMPANY.

A general meeting of shareholders was held at the George and Vulture Tavern, on Tuesday, for the purpose of receiving the accounts, and a report upon the state of the mine, and for making arrangements for the future management of the concern. The meeting was afterwards made special, for the purpose of raising additional funds by the issue of the shares held in reserve, and for revising, altering, and amending the rules in the cost-book. Mr. W. E. Foss in the chair.

The SECRETARY read the notice from the *Mining Journal* convening the meeting. The CHAIRMAN said he would call upon the secretary to read the report of the directors, which gave an account of what had been done since the formation of the company, their present position, and the future prospects of the mine.

The SECRETARY then read the following report of the directors:—

The directors have pleasure in meeting the shareholders on this occasion, and laying before them a statement of the accounts of the company from the commencement of its operations, as also the reports of the resident agent, and the inspector of the mines, from both of which it will be seen that the Lackmore Mine is in every respect all that their most sanguine hopes led them to expect. Your directors feel much gratification in referring to the accounts; from which it will be seen that, with the trifling capital of 2500s., they have succeeded in working the mine for 18 months; during which time it has produced no less than 220 tons of ore, value over 3000s., and yielded a profit on the amount fairly chargeable to working of over 8000s. Of course it will strike every shareholder that in opening a mine a considerable outlay is necessary; which, however, is not chargeable to the raising of ore. More than 72,000 tons of rubbish have been removed from a portion of your property, in order to prepare it for the miners, before they could commence their operations; the cost of which, together with new machinery, buildings, and plant, has been over 20000s.

On entering into possession of the mine, your directors found a quantity of ore on the premises, which was purchased from the promoters; and, considering that such promoters had been paid for the mine in face prices to a large amount, they deemed it unfair that in declaring a dividend those persons who had sold the mine should receive back again the greater part of the value of that which they had already been paid for. Under these circumstances, your directors resolved upon declaring a dividend payable on the shares which had been allotted to the public, and paid for, excluding the shares given for the mine; and this accounts for the payment of a dividend so soon after the formation of the company, which, under other circumstances, might be considered imprudent.

Your directors having lately ascertained that a large proportion of the stock of the company has been taken up by Messrs. Taylor and Sons and their friends, they think it not reasonable that those gentlemen should have a voice in the management of the affairs of the company; and they, therefore, recommend that several of those gentlemen who have lately bought a large interest in the concern be elected to serve on the committee. Your directors also, adopting the advice of those best qualified to form an opinion on the subject, and with a view of obtaining a sufficient fund to work the mine to the utmost advantage, recommend that the 7155 shares of the company which have been held in reserve be now offered to the shareholders, in the proportion in which they are already interested, at 7s. per share; and that Messrs. John Taylor and Sons, who are now largely interested in the undertaking, be invited to become managers and pursers of the company.

The subjoined statement of accounts was then submitted:—

Lackmore Copper Mining Company—Cash Account up to 1st November, 1854.

Dr.—To 2525 shares paid upon and issued at date, at 1s. each	£2625 0 0
Or produced and sold (see ore produce account)	1499 13 7
Loans from directors and others	632 3 1
Total	£4756 16 8

Cr.—Expenditure opening mine and works	£1355 2 5
Machinery, buildings, railways, &c.	279 0 0
Cost chargeable to ore produced and dividends paid	1014 0 3
Royalty paid to owner in fee	121 18 0
Preliminary expenses, including purchase of furniture, incidental charges, &c.	523 9 3
Office expenses, interest, stamps, &c.	98 12 6
Commission, brokerage, agencies, &c.	179 10 0
Travelling expenses, professional reports, and visits to the mine	179 1 4
Law expenses—England, 115s. 10s.; Ireland, 18s. 10s.	134 0 0
Salaries—England, 125s.; Ireland, 10s.	165 0 0
Advertising, printing, stationery, and engraving	140 14 6
Rent and taxes	53 0 0
Balance—Cash in bank and on hand	130 17 0
Total	£4756 16 8

SHARE CAPITAL ACCOUNT.

Dr.—Share capital—viz., 20,000 shares of 1s. each	£20,000 0 0
Cr.—Shares paid for purchase of mine property, plant, &c.	£10,000 0 0
Shares paid upon and issued at date	2,625 0 0
220 shares accepted by the directors, in payment of their remuneration for 12 months' services, at par, the then market price being 8s. per share	220 0 0
Balance number of shares on hand for issue	7,155 0 0
Total	£20,000 0 0

ORE PRODUCE ACCOUNT.

Dr.—Raising, crushing, dressing, and carriage account	£233 3 7
Freight charges, insurance, commission on ore sold	185 2 8
Dividends paid, 5 per cent., July, 1853	196 0 0
Royalties paid to owner in fee	121 18 0
Cost, carriage, freight, and expenses, chargeable to the 70 tons of ore as per contra, not yet sold	140 0 0
Balance profit to credit of this account	923 9 4
Total	£2199 13 7

Cr.—32 tons 0 cwt. 2 qrs., sold through Newton & Co. (dry weight)

82 2 0 ditto, per Messrs. Bath and Sons	787 18 6
80 2 0 ditto, per ditto	377 14 5
15 4 3 ditto, per ditto (mine weight)	121 18 0
30 tons, weighed off and sent to market, not yet sold, say 10s. per ton gross	500 0 0
20 tons at mine, say at 10s. per ton gross	200 0 0
Total	£2199 13 7
By profit and loss account brought down	£923 9s. 4d.

BALANCE SHEET.

Assets—Stock, machinery, and buildings at mine, as per valuation	£2044 9 4
7155 shares on hand unallotted, at 1s. each	7155 0 0
50 tons of ore at market, say 8s. per ton nett	400 0 0
20 tons of ore at mine, say ditto	160 0 0
3000s. of water-wheel now being erected, and which I make as follows:	50 0 0
Cash on hand at date	130 17 0
Total	£9940 6 4

LIABILITIES—Loans due to directors and others

Accounts due at mine	£632 3 1
Sundry accounts outstanding at date	150 0 0
Balance to credit of mine	100 0 0
Total	£9058 3 3

Total £9940 6 4

Examined and found correct, WILLIAM S. PARKER, Auditor.

The reports of Capt. Rickards and Mr. Turner (the manager) were next read:—

London, Nov. 20.—Agreeably to your request, I beg to hand you my report of the Lackmore Mine. I believe it is now 18 months since you first commenced operations, and I must say that, during so short a period, I have never before witnessed anything equal to the rapid and satisfactory progress you have made. From the commencement there have been numerous and formidable difficulties to contend with, that could neither be foreseen or anticipated; you have been compelled to employ a population unacquainted with mining, not easily led, and never to be driven. Wages have considerably increased, and with them a proportionate advance in the price of materials. The mine was filled with water which, from the dilapidated state of your machinery, was found impracticable to deal with effectually. All the shafts and levels were filled up, and your surface workings in utter ruin. The disordered state of the ground rendered the works both difficult and dangerous, yet, notwithstanding all these difficulties, considerable quantities of ore have been raised. The amount of returns is best known to yourselves; but from the quantity of ore sold, I am sure you will find it far exceed the capital laid out in obtaining it. You will perceive that a vast amount of work has been done that has nothing to do with the raising of the ore; for, for

ground carried out during the last half-year. "Since the commencement an effective system of surface drainage has been carried on over the property.

RESERVOIRS.—Six large reservoirs have been made, capable of containing an aggregate amount of above 1,000,000 gallons.

Since the beginning several Roads, including one general one through the mines of Cornhill, and several others, are now in use; and recently a great many of the branch roads also have been made, and the whole kept in good repair, thus effecting a considerable saving in the carriage work.

MASONRY AND ERECTIONS (including timber and labour).—We have to report that since the commencement the house for Grease's 160-hp engine, together with boiler-house and stack, have been completed; and the engine-room, as clothed, at a cost of £10,000, has also been built and completed. The engine-house, boiler-house, stack and cylinder leading have been built for the 32-hp cylinder engine, and the roof of the engine-house and boiler-house put on and finished. A balance-bee pit has

Mr. CREASE then read the report of Mr. E. Crease and himself, as managers, from which we extract the following :—

1 fm. 1 ft.; the ground in the end is at present very hard, composed of porphyry, with strings of white spar leading through it. The deep adit level, east of the cross-cut, is now extended 7 fms.; the lode is at present large and kindly, and we may expect to meet with ore at this point. All other operations are going on well. —H. K. THOMAS: Dec. 16.

EAST CARADON.—The 40 fm. level cross-cut south is still in hard granite; in driving this level east on Mark's lode, it is about 10 inches wide, composed of quartz, pease, and muddle; the ground by the side is still for driving. In sinking Williams' shaft it has passed through Symons' lode; the ground now at the shaft is principally granite, and favourable for sinking. The water has much increased in the last few days. We are preparing to put the flat rods to work as fast as possible. —JAMES SACCOMINI: Dec. 20.

EAST DARREN.—In the 44 east we have driven about 10 ft., and have now a long and likely lode in it, which will at present yield 15 cwt. of ore per fm., and I have every reason to expect it will increase in productivity. We are not getting on with Taylor's shaft so fast as we could wish. The steam-engine will be completed in about three weeks. We hope to sample on the 2d Jan., 1883, from 85 to 90 tons of ore for the six weeks. —Dec. 20.

EAST FRONGOCH.—Since my last the shaft has been sunk 4 ft. I hope we shall get on a little better in future, as the ground is somewhat improved for sinking; but the water is daily increasing in the shaft, owing to the heavy rain that fell during the past week. We are obliged to drive the wheel two strokes per minute more than we did formerly to keep the water. The machinery continues to work satisfactorily. —T. PASCOR: Dec. 18.

EAST POLGOOTH.—The engine-shaft is now below the 30 fm. level 3 fms. 3 ft. 8 in.—the ground much the same as for some weeks past, only a little more mineralised. In the opinion of the lode is a stratum quite congenial for mineral on our intersecting lode. —Dec. 16.

EAST WHEAL GEORGE.—The ground in the shaft sinking below the 44 is with-out alteration. The lode in the 44 is large, producing more muddle than usual, with spots of ore. The lode in the 44 is wide, and is at present very promising; capel, spar, and muddle. No alteration in any other part of the mine. —Dec. 19.

EAST WHEAL TOLGUS.—At present our operations are confined to driving the deep adit south from the new shaft, and sinking a shaft below the old adit on North Butler lode; the lode in this shaft is about 10 inches wide, spotted with ore throughout, but not rich. The ground in the cross-cut is easy for driving. —Dec. 16.

FREE DONALD.—The following bargains were set:—The antimony level to drive west; the lode in this end is improved in size, 1½ ft. wide, composed of spar, quartz, and some spots of lead, but not to value; the ground is harder—set to one man and a boy, at 3d. per fm. A winze to sink in the bottom of this level; the lode is 2 feet wide, worth 1 ton of lead ore per fm., very promising in appearance—set to two men, at 6d. per fm., to carry the winze 22 ft. long. The level to drive west on the lode south of this level, set to two men, at 3d. per fm.; the lode is very much disordered and unproductive. The level going east on this lode, set to two men, at 3d. per fm.; the lode is 6 in. wide, worth 4 cwt. of lead ore per fm., and looking very promising. The Smiddy lode, on which we are driving, is from 4 to 5 ft. wide, with two well-defined walls—a splendid lode, worth 5 cwt. of lead ore per fm.—set to four men, at 4d. per fm. The new shaft's shop will be finished by Tuesday next. I beg to inform the adventurers that the prospects are good, and there is every appearance of this being a good and profitable mine. —J. MURRAY: Dec. 16.

GAWTON UNITED.—We have completed everything in the shaft to bottom, and commenced driving. The lode in the eastern end, which we shall open on for a short distance for a pit, is very large, composed of capel, spar, muddle, and spots of ore. In the western end we have not taken down any of the main part of the lode; the flookan and killas by the side contain branches of ore. —H. HOSWELL: J. MITCHELL.

GOGINAN.—The lode in the 60 fm. level, east of Gilbertson's shaft, is 7 feet wide, principally composed of spar, quartz, and soft clay-slate, with a little ore, but not to value. This level is being pushed on with all possible speed by six men; the lode in the rise over this level, 170 fms. east of Gilbertson's shaft, is 5 feet wide, yielding full 1 ton of ore per fathom; this rise is now about 9 fms. above the 60 fm. level, and is progressing favourably by six men. The lode in the 26 fm. level, east of Gilbertson's shaft, is 5 ft. wide, composed of a soft clay-slate, spar, blende, and a little ore; this level is now within a few fathoms of reaching the run of ore ground seen in the 60 fm. level. The lode in the 53 fm. level, west of the boundary shaft, is still large, and the part we are carrying is yielding some good stones of ore, but the ground is rather soft, and favourable for driving. The Brynna engine-shaft is in a good position for driving; the level going east on this lode, set to two men, at 3d. per fm.; the lode is 6 in. wide, worth 4 cwt. of lead ore per fm., and looking very promising. The Smiddy lode, on which we are driving, is from 4 to 5 ft. wide, with two well-defined walls—a splendid lode, worth 5 cwt. of lead ore per fm.—set to four men, at 4d. per fm. The new shaft's shop will be finished by Tuesday next. I beg to inform the adventurers that the prospects are good, and there is every appearance of this being a good and profitable mine. —J. MURRAY: Dec. 16.

GREAT POLGOOTH.—The ground in the 106 fm. level east has been easier since our last; it is now driven about 18 fms. from the shaft, and will be under the winze in about a fortnight. In order to facilitate the communication, we have been sinking No. 1 winze by the side of the lode, and hope to effect this object in about a month. We are driving the 106 fm. level east, but have not yet taken down any of the lode; the ground is favourable. We are sinking the shaft below the 106 fm. level, which is down 3 fms.—a strong promising lode, with some good stones of tin. In the 106 fm. level the men have been preparing the new pitch, and have taken down a little of the lode near the shaft, where the quality is about the same as in the shaft, but will not yet get into the run of tin. The 96 fm. level east is at present poor. The other parts of the mine are without much alteration. We have 15 tons of copper ore ready to sample, and the quantity of tin for next sale will not be less than the last. The quantity of tin sold last report is 14 tons 9 cwt. 3 qrs. 3 lbs., at 88s. 7s. 6d. per ton, realising 958l. 18s. 1d.

GREAT SORTIDGE CONSOLS.—We have holed the cross-cut from the adit to the shaft, and have now begun to sink down the shaft, which, when done, I have no doubt will take up nearly all the surface water. We are drawing stone, and cutting everything that is requisite for the erection of the engine. We have intersected a cross-course in the shaft, composed of gossan, quartz, muddle, and copper, which is a very great indication that we shall have it in great quantities below. —THOMAS METHERELL: Dec. 21.

GREAT TREGUNE CONSOLS.—At Hobler's shaft, the lode is still looking very splendid, and improving as we go down. Carke's shaft is also looking well, and the ground favourable. —F. A. THOMAS.

GREAT WHEAL ALFRED.—In sinking Painter's shaft below the 160 fm. level the lode gradually improves, and is draining the water from the 160 and 148 ends, which is thought a favourable indication. The 160 west is being driven on a lode 5 feet wide, yielding 3 tons of copper ore per fm. In the 148 west the end is driving on the north part, which is poor, but the principal part of the lode containing the ore is south. In taking down the lode 6 fms. below the 148 end, the ore part is 4 ft. wide, worth 600 lb. per fm.; we expect this lode continues quite as good in the south side of the 148 end, but, having soft ground, our object is to dispatch to hole to Copper house shaft, and ventilate this level. The 137, east of Painter's, is worth 60 lb. per fm. The eastern stop behind this end is worth 350 lb. per fm.; the western stops are worth 250 lb. per fm. In consequence of very severe weather, and short days, the dressing of copper ore is impeded. —T. RICHARDS: Dec. 20.

GREAT WHEAL BADDERN.—The lode in Kenworthy's shaft, below the 50, is 2½ feet wide, producing good stones of lead, and looking very promising. The lode in the 49 west is 1½ feet wide, and turning out saving work. The lode in the 30 west is 2 feet wide, containing lead, muddle, iron, &c. We have increased the number of men in this shaft, in order to get it down faster. The 46 fm. level east has drained the stops in the 49, and we are enabled to work the stops without any interruption from water, in which we have an excellent lode. The 30 and 40 ends are looking much the same as last reported. The tribute pitches are also looking pretty well, and the men getting fair wages. Our dressing operations are getting on satisfactorily, and I think by the end of the month we shall be able to sample a fair quantity of ore. —J. ROGERS: Dec. 19.

GREAT WHEAL RUSSELL.—The lode, as far as we have sunk at Hiltchins's shaft, appears to be coming more close and harder on the north part of the lode; we have not sunk much yet to prove the change which appears to be taking place. The 55 east is looking just the same as last reported. Homersham's shaft is down in the capel, which has passed through in the rise. I hope we shall now be able to make more progress, as we are getting down out of the heavy ground. —W. MATTHEW.

GWYNLIFION LEAD.—In the deep adit we have intersected a lode from 2 to 3 ft. wide, composed of spar, muddle, and lead. There is a good supply of water issuing from the lode, sufficient to turn a small water-wheel. I am glad to inform you the ground has become easier for driving. I think we have now driven through the hard bar of elvan, and shall be able to push on very rapidly. —H. ROWSON: Dec. 18.

HAWKMOOR.—The 30 fm. level is extended east of the eastern shaft 20 fms.; the lode in the present end is from 2 to 3 ft. wide, composed of spar and muddle, but no ore to value; we have taken the men from the end to rise east of the cross-course, where the lode is large and productive; in the rise in the back of this level, west of the cross-course, the lode is 3 ft. wide, with some good leaders of ore. The stops between the 20 and 30 produce good supplies of ore. The lode in the 20 east is 2 ft. wide, with ore disseminated throughout, but no solid leader. The stops in the back of this level are worth 2½ tons of ore per fm. The shaftmen are putting all things in order to sink under the 30 west. —J. KERRICK: J. RICHARDS: Dec. 16.

HEMERDON CONSOLS.—In the end driving east in the 15 fm. level the lode is very much improved since my last report; the lode is about 2 ft. wide, producing as good work for tin as ever I have seen upon the mine. In the end driving west in the 15 fm. level the lode is about 16 inches wide, looking very kindly, and producing some tolerably good work for tin. The stops are looking much the same as last reported. We have got our lift down, and put it to work to-day. —G. T. TAYLOR.

RENNOCK.—In the adit level, at Palk's engine-shaft, we have driven 4 fathoms within the past week through a magnificent looking lode, composed of muddle, gossan, barytes, and soft spar, with sprigs of lead. The men are now engaged in opening the side of the level, preparatory to sinking a winze below this point. I have also put two men to drive south from this shaft on the lode, it being composed of gossan, barytes, lead, &c.—a beautiful looking lode. The ground still remains good for driving in the adit level, south towards Palk's engine-shaft. The 13, south from the south-west shaft, the lode has made a little improvement, showing spots of lead, with branches of lead, but not enough to value. The lode in the 30 south is at present in rather a disordered state, by patches of elvan coming in contact with it. The machinery is all working first-rate. —H. RICHARD: Dec. 18.

HILL BRIDGE CONSOLS.—All here is getting on satisfactorily, but no alteration since last report. —F. A. THOMAS.

HINGTON DOWN CONSOLS.—The lode in Morris's shaft continues of equal value to the last report. In Douglas's winze, during the past week, the lode has not been quite so productive as heretofore, a change, however, to be regarded only as an ordinary fluctuation. The lode in the 75 fm. level east is unexpectedly disordered by a sandy ground, which has rendered it less productive at this point for the present, but a change for the better is confidently expected as we continue the driving; in the western end there is no improvement. In the 65 fm. level east the lode is large, and will yield more ore, better at present worth 4 tons of ore per fm. The lode in the 65 fm. level east is without alteration. At Ritchie's shaft, the south lode continues

to turn out good stones of ore, and from the appearances at present, there is good reason to expect an improvement shortly. In the 65 fm. level, west of this shaft, the lode continues to yield ore in moderate quantities. The stops and pitches are yielding fair returns, and the machinery is all in good working order. The dressing department is progressing as well as the inclement state of the weather will admit of. —W. RICHARDS: Dec. 20.

HOPE VALLEY.—The lode in the 47 fm. level, driving south, is 2 feet wide, producing occasional stones of lead ore; in this level, driving north, no lode has been taken down since last reported; the cross-cut driving east in the 47 is in moderate ground for driving. The lode in the 35, driving south, is 2½ ft. wide, yielding some saving work. The tribute pitches in the different parts of the mine are yielding a moderate quantity of lead ore. The 25 tons of lead ore, sold to the White Grit Company, was delivered at Shrewsbury on Monday last. —W. BARRATT: Dec. 20.

IYVBRIDGE.—In the 32 fm. level, driving south from shaft, we have a branch about 4 in. wide, very good work for lead. We have put the men who were driving south from cross-cut to rise in the back of the level, where the lode is producing good saving work, and is about 2 feet wide. We have no change to notice in the 48 south; we are looking forward to have lead in that end also. We have to case and divide the shaft to the 48 fathom level before we can drop our pumps away from that level, which will be completed this week. —H. JAMES: Dec. 20.

LAMHEOOK WHEAL MARIA.—The ground in the 30 cross-cut, north from Josiah's lode, is without alteration; we are driving about 3 feet per fm. In the 40 fm. level, west of shaft, we are carrying about 2 feet of the lode, which is composed of muddle and copper intermixed; to the south of this is a small capel, spotted with copper and muddle. In the 40 east we are still driving by the north side, and carrying about 2 feet of the lode, which is composed of spar, capel, muddle, and good spots of copper ore; but the lode altogether in this end still continues very large and wet, and we intend, after we have driven a little further by the side of, and have drained the water a little, to cut quite through it, to ascertain its true character. —Dec. 19.

LEEDS TOWN CONSOLS.—The ground in the engine-shaft is much the same as last week. Although harder for sinking, I believe it is not more expensive, taking into account the timber required when the ground is softer. In the 30, east and west, the lode is poor, but from indications we think we shall have an improvement shortly. In the 20, driving south by the flookan, the ground is favourable. We hope to cut the lode here by our next setting-day. In the 10, south by the flookan, the ground is hard, making against our progress in cutting the lode. In the 20, east and west of the cross-cut, on Gooch's lode, it is small, yielding some good work for tin. Having been under the necessity of cutting down 3 feet of Jewell's winze, to make it convenient for putting down the pumps, we have, while doing so, intersected a cross-course, 1 foot wide; east of this we have a good lode for tin. I should think if the lode continues as it is now, by increasing the hands here from six to twelve, we could keep the stamps lately put in place working, without taking any from the eastern part of the mine. We set to build yesterday the engine-house, boiler-house, and stack, at per bargain, 43s., the take to carry carriage of all the granite and quarry stones that are wanted for the building, and to complete it in five weeks after its commencement. —P. PASCOR: Dec. 19.

LEWIS.—The north lode in the 100 fm. level, east from tin shaft, is 2 feet wide, worth 9s. 9d. per fm.; the south lode, east from said shaft, is 15 in. wide, worth 14s. per fm. In the 70 cross-cut the ground has been somewhat harder than anticipated, but it is again getting more favourable for driving. The stops throughout the mine are looking well. We shall commence getting down the new and larger pitwork for the engine in a few days, and expect the engine on the mine in the early part of next month. —M. REED: Dec. 18.

LOUGHAGANNON MINE.—During the last week we have stope north of shaft 2 fathoms, by six men, and in the course of a few days I shall commence to drive on the course of the slide which I informed you of in my report of the 27th November, to ascertain where the lode is heaved. In the stops south of shaft the lode is 3 ft. wide, worth about 100 lb. per fathom; we have stope during the last fortnight 6 fms. by four men. The lode in the end of the 10 fathom level is 3 feet wide, composed of quartz, muddle, prlan, and spar, mixed with a little lead, but not sufficient to pay for dressing, but there is every appearance of its soon being so; we have driven during the last month 3 fathoms, by three men. During the last week we have opened four places on the back of another lode, altogether west of our present workings; the lode is composed of a beautiful flookan, of a very soft nature, and mixed with spots of muddle and lead; we shall continue to explore it further, and see what it is likely to produce. We have about 9 tons of lead prepared for the market, and I consider we have already at surface, not prepared, about 7 tons more. —J. WILLIAMS.

LOVEDEN UNITED.—I cannot mention any particular alteration in the appearance of the bargains in this mine since my last report. We have not yet commenced driving the 20 fm. level east of engine-shaft. The lode in the 10, east of engine-shaft, is 3 feet wide, and spotted with lead ore. The stops in the back of this level, east and west of winze, are much as last reported, yielding about 3 cwt. of lead ore per fm. The lode at Pen-y-bank shaft is rather improved since last reported; the 10, west of this shaft, is producing 8 cwt. of ore per fm.; the stops, east of shaft, about the same quantity. —S. TREVATHAN: Dec. 20.

MOLLAND.—The lode in the winze sinking below the 62 east is large, and spotted with ore; the water, however, I am sorry to say, is so quick, that we cannot sink it, with any degree of satisfaction by manual labour; indeed, the men could not get wages if they had 200. per fathom. We have a piece of the lode to take down to-morrow, after which I intend to put the men back in the mouth of the cross-cut to commence another winze on the course of the lode, where I am inclined to think we shall not meet with so much water. The stops in the back of the 53 east are worth 100 lb. per fathom. The lode in the 42 east has improved since last week, and is worth 120 lb. per fathom. The pitch in the back of this level is still poor. In the winze sinking below the adit in the eastern hill, we have met with the lode in one end of the winze, which appears to be unsettled; not being yet out of the influence of the slide, we must sink a few feet more before we can tell much of its character. Our pound was slightly injured last Monday by an unusual rush of water, which broke away from some leas above the dam, but is again repaired. —T. BENNETT: Dec. 20.

MOUNT'S BAY CONSOLS.—During the past month the engine-shaft has been sunk 2 fms. 2 ft.; set on Saturday last to 12 men, at 80s. per fm. The north cross-cut has been driven 2 fms. 2 ft., set at 9s. per fm.; the south cross-cut has been driven 2 fms. 2 ft. 9 in., set at 10s. per fm.; east, on south lode, has been driven 5 fms. 1 ft., set at 55s. per fm.; east, on north lode, has been driven 2 fms. 4 ft., set at 55s. per fm. —J. RICHARDS: Dec. 20.

NANTOS AND PENRHU.—We cannot speak of any alteration in the lode in the Eyston deep adit since last reported on, it being large and kindly, with a slight mixture of ore. In the 46, east of Penrhyl, the lode is 4 ft. wide, yielding full 1 ton of ore per fm. In the 46, west of Penrhyl, the lode is 4 ft. wide, yielding full 1 ton of ore per fm., and we are expecting to hole it to the 46 in the course of a few days. In the 36 east the lode is looking a little better, yielding ½ ton of ore per fm. The stops, on the whole, are a little improved, yielding on an average full ½ ton of ore per fm. —M. BARNBY.

NORTH BULLER.—The lode in the 40, driving east, is about 18 inches wide, of a very promising character. The 50 is now extended about 10 feet; the lode was very small when we commenced to drive, but is steadily improving in size, and has a very promising appearance. Looking at the shoot of ore gone down in the bottom of the 40, I have no doubt that, in extending the 50 a few fathoms we shall have some good ore ground. In consequence of the great quantity of rain which has fallen within the last week, the water is risen in Louisa shaft, which will oblige us to work the engine at times. —R. H. PRICE: Dec. 16.

NORTH DOWNS.—The ground in the rise in the 100 fathom level is hard, and exceedingly wet, and we expect it will drain the ground further east, so as to enable us to prove it. The tributors having been engaged during the week in removing their ore, I propose it for sampling, but the ground has been opened, and consequently no alteration worth reporting has taken place. At East North Downs, the surface water has merely rose to the bottom of the 20 fm. level, to prevent our stopping the ore ground below; it has not risen 1 in. during the last three days, and if this could possibly be taken up the bottom of the mine (as I have before stated) could be worked dry, because the dams are perfect. And although the water is high in the country adit, there is not the least appearance at present of water issuing through the ground in any of the excavations. The lode in the rise in the 10 fm. level is 1½ ft. wide, and will produce ½ ton of good quality ore per fm., worth 10s. per ton; price for 100 fms. 100 lb. per fathom. The men are employed in sinking Bennett's shaft here, where the deep adit level, in favourable and mineralised ground. We have sampled from East North Downs 10 tons, and from North Downs 72 tons. —JOHN PATER: Dec. 16.

NORTH FRANCES.—By the end of February Stainby's shaft would be sunk to a 44 fm. level, and a short cross-cut would then cut three lodes at a depth of 44 fms. granite that they might be very productive. The lode we have lately cut in driving the 30 cross-cut north towards the tin lode is 5 ft. wide, sprinkled with rich ore throughout—yellow, black, grey, and native copper, embedded in gossan, fluor-spar, and muddle, precisely such a lode as is likely to make a course of ore in the granite; this lode we might expect to cut at the 44 in driving north about 6 or 7 fms. from the shaft, where we shall have 15 or 18 fms. back of granite; and a few fathoms south of the shaft we should cut Wright's lode, also with a good back of granite, and which, from its appearance, is about 30 cross-cut, is very likely to make ore at a little depth. Yet, as it is probable that the tin lode has failed below it, and as the tin lode is a direction; the cross-cut went through a bunch of tin ground, which does not hold in any direction; still so large a lode must be tried, and it is very desirable to see it at a greater depth. If this lode, however, was not in existence, Scott's lode alone would give sufficient encouragement for all we propose doing.

The ground in Stainby's shaft is somewhat harder, but the shaft is now sunk 6 fms. under the 32, and we hope to sink at least 2 fathoms more monthly. In the 32 cross-cut, north from Stainby's, we are driving to cut Scott's lode and the tin lode. We are expecting daily to cut the former, and find it poor and very much disordered. The most important part of our operations is, to sink Stainby's shaft with all speed to the 44, and thence cross-cut south to Wright's lode, and north to Scott's and the tin lode. In this level we shall have a granite back of about 15 fms., and the lodes being thus fairly settled in the granite, will probably be productive at that depth. Meanwhile we shall have seen both Scott's lode and the tin lode at about 3 or 4 fms. below the level, at which point they enter the granite in the 32 cross-cut. The first, as already named, we are now expecting to cut, and the tin lode is about 4 fms. further north. I have informed you that the tin we met with in the 20 cross-cut did not hold down, nor did it continue east or west. Just under the cross-cut the lode was divided by some cross branches; it is, however, so large a lode in general, and has produced so much tin to the eastward, that it deserves a trial at a deeper level, especially when it enters the granite. —T. GARLAND: Dec. 18.

NORTH WHEAL BASSET.—In the 112 fm. level, driving west of the new shaft, the lode is worth 40s. per fathom. In the winze sinking below the 102 fm. level the lode is worth 40s. per fathom. In the 52 fathom level, driving east of the new shaft, the lode is worth 60s. per fathom. In the rise in the back of the 52 fm. level the lode is worth 100s. per fathom. In the stops in the back of the 52 fm. level the lode is worth 70s. per fathom. In the winze sinking below the 52 fm. level the lode is worth 70s. per fathom. In Grace's shaft the lode is 2 feet wide, worth 20s. per fathom. —T. GLAVIER: Dec. 18.

NORTH WHEAL ROBERT.—There is no change in our underground department to speak of since my last report. We are drawing a fair quantity of work from our pitches, and our dressing department is at present fairly supplied with work. —ANR. PATER: Dec. 16.

OLD TREWETHER CONSOLS.—The engine-shaft we are still sinking satisfactorily. The branch is without alteration; it is dipping east, and now we are hanging wall. We have about 6 feet more to sink, when we intend cross-cutting to cut the lead lode. In the old stopes, going south from engine-shaft, the lode is a little level, we have cut some large branches of spar, but not as yet intersected the lode. The lode in the bottom of the level is without alteration since our last. The stopes in the back of the 27 fm. level is improved for lead, but not so rich for antimony. The lode in the 20 end, driving south, is improved in size, still producing some stones of antimony. The stopes in the back of this level are greatly improved, producing good ore. The clearing of the old workings, north of the engine-shaft, we are getting on with very satisfactorily. In the cross-cut, north in the lead lode, we have intersected some large branches of spar, mixed with sulphur and blende. At Wheal Thomas, the lode is greatly improved since our last, composed of spar, muddle, pease, and occasionally stones of copper ore. Wheal Rose is without alteration. In the dressing department, we have put to pile this week from 2 to 3 tons of excellent quality lead. —R. H. VERRAS: S. KERR: Dec. 20.

NORTH WHEAL TRELAUNY (QUITHOCK).—The cross-cut in the 25 fathom level is extended west of Coryton's engine-shaft towards the lode about 16 fms.; we have cut the capels of it, but cannot say anything of its size or value. There is a large quantity of water issuing from it. We hope to give you a good report from it next week. The cross-cut east in the 18 fm. level is extended 9 fms. from the west of the lode that is intersected, in favourable ground. The lode in the 13 fm. level, north of the shaft, is 2½ ft. wide, producing 1 cwt. of lead ore per fm.; in the same level it is 2 ft. wide, producing 4 cwt. of lead ore per fm. In the winze sinking under this level south is 2½ ft. wide, producing 7 cwt. of lead ore per fathom. The stopes in the back of this level north are 2 ft. wide, producing 6 cwt. of lead ore per fm. The men who were stopping the back of this level south are engaged in sinking the winze. —H. HOSWELL: Dec. 20.

OKEL TOR.—In the 20 cross-cut south there is a large stream of water issuing from the present end; it appears from this we are close on the copper lode. There has been none of the lead lode taken down since my last report. We expect the shaft will be down to the 35 fm. level this week. —W. B. COLLIER.

PEDNANDREA UNITED.—We have cleared in the past week 9 ft. in the engine-shaft, and also drawn the stuff left in the pit and in the mouth of the cross-cut. We find the ground in the shaft below this level firm, and in good state for sinking. For the coming week we have put on a pump, and hope to get at the choke in the shaft; progress. Our men are working diligently, hoping to get at the choke in the shaft; but at present there is no appearance of getting through; the shaft is quite full of stuff, which appears to be cast in from the surface. We have been driving the 47 fm. level, east and west of the Street, about 30 fms. each way. We find the lode large in this level also, and producing tin throughout—saleable stuff for tin; but having only drained this level two or three days, we cannot fully report its value; but from every appearance this piece of ground will produce a large amount of tinstuff. I only mention one lode, skimmer's. We find the cross-cut in the 47 fm. level, east and west, and south towards the north and south lode, and in the coming week we purpose clearing with all speed, to see the lode north and south of the former, and try to obtain their value. I am fully convinced from every appearance of the lodes above, and in this level (the 47), that there is a very large amount of tinstuff to be sent to surface, and cannot fail to increase the value of the mine. If we find the north and south lodes equally productive as the one we are now working, we shall increase the number of tributors to a very great extent. The south shaft has been cleared from the surface to the 47, and is in good course of working. Our engine and pitwork are also in a good state. The other things throughout are much as usual. The hope to sample, in the coming week, about 100 tons of tinstuff, much about the quality of last. —J. DELBRIDGE: Dec. 18.

PENBROKE AND EAST CRININ.—Penbrooke: The 50 fm. level, east of Carlyn's, is suspended for the present. The men are employed in raising in the back of the 50 fm. level, east of Carlyn's, the lode is 4 ft. wide, worth 1 ton of copper ore per fm. In the 50 fm. level, east of Hunter's shaft, we have cut the lode here by the alide 13 ft. south, which will produce 5 tons of copper ore per fm., worth 10s. per ton; this we consider to be a very important improvement; here we shall put as many men to work as we possibly can. In the rise in the back of the 50 fm. level, east of Clark's, the lode is small and poor. In the 99, west of the lode, the lode is not taken down since last reported. East Crinin's engine-shaft, is 11 fms. below the 122; the lode is 2 ft. wide, and occasionally stones of ore, but not to value. The 122 west, on the main lode, is worth 2 tons per fm.; the stopes in the back of this level 3½ tons per fm. The 113 west, on the main lode, is improved since last reported; it is now worth 3 tons per fm.; the 112 east, on the main lode, is not looking so well, now worth 1 ton per fm.; the 113 east, on the middle lode, is worth 1½ ton per fm. The 80, east of Gill's, on the middle lode, is worth 1½ ton per fm. In the tribute department there is no alteration worthy of notice. Should the lode in the 50, east of Hunter's, continue to open as it now looks, we shall soon be in a position to pay cost. —W. ANKER: Dec. 16.

PENFOLPEN.—Agreeably to the instructions of your letter, I have suspended all operations in this mine, with the exception of sinking the shaft under the deep adit level, which is now sinking by six men, at 8s. 10s. per fm.; the lode in it is from 1 to 5 ft. wide, composed of a light blue slate, with a strong mixture of carbonate of lime, and spotted with lead ore. —S. TREVATHAN: Dec. 20.

PENQUEN SLATE QUARRIES.—The engine has kept the water in fork, so that we can cut the lowest level, which I have set to two men, at per fm. The rock from this level is worth 30s. 6d. to the tramroad, 30 yards by 30 yards, producing good stones, from which we are making sawn and planed flooring. The rock above the tramroad, I let to six men for the past month, and will take them six weeks longer to clear it down to a beautiful bed of rock. —J. ASHWORTH: Dec. 20.

PERRAN CONSOLS.—During the past month the engine-shaft has been sunk 2 fms. 4 ft.; set on Saturday last 2 fms., at 20s. per fm.; ground favourable for sinking. The 50 west has been driven 5 fms. 3 ft.; set 4 fms., at 3s. 10s. per fm.; the lode is 2 feet wide, composed of spar, muddle, and stones of tin. The winze is sunk 7 fms. below the 43, and set to hole to the 50, at 60s. per fm.; the lode in this winze is about 1 foot wide, much the same as last reported. The cross-cut north has been driven 3 fms. 1 ft.; set 2 fms., at 8s. per fm. There are two tribute pitches set, one at 11, in 17, to three men, and the other at 10s. in 14, to two men. —FRANCIS GUNWAY: J. RICHARDS: Dec. 20.

RHOSWYDOL AND BACHEIDON.—The 60 has been driven 5 fms. 6 ft. 8 in. further south, and has intersected the first or north lode. The entire length of the lode is 147 fms. 3 in. This is a cut clear through the lode, and a few feet further. The result is more satisfactory than I at one time anticipated. The lode we have found large and of a promising character in the ground in the bottom of the shaft, sinking under the 50. We have also driven west along the lode 5 fms. 8 in., and find the lode becoming more ore in that direction. We have now driven far enough west to come under the whim-shaft, for which point we are now rising in the west end of the level. As it is my principal object to communicate with this shaft as soon as possible, so as to avoid the expense of whim-drawing, we have only just tested the lode in driving west; we have proved that it makes ore in greater abundance than at the point above this level in the 40 and 30, and if the favourable appearances now exhibiting themselves only end the 50, in driving east and west, I think we shall do very well with the mine. Provided all things continue as favourable as they do at present, I expect to make a communication from the 60 to the 50 from the middle to the end of January. The whim-shaft has been sunk below the 40 fm. level 4 fms., and was there deep enough for a 50 fm. level; at that point we drove 1 fm. 3 ft. 4 in. east and west on the lode, just to give the men a little more room to work; and 1 fm. 5 ft. was cut out for pit and penthouse. Below the 50 we have sunk 1 fm. 2 ft. on the lode, which produces some good stones of ore, and is improving as we sink. The 40 fm. level has been driven 8 fms. 2 ft. 2 in. further south along the lode; this driving has been more irregular in its progress, and so much as that it cannot place any value on it; it is true we have taken down but a small part of the lode, which, no doubt, will turn out some good ore when we break it, which we do not intend doing till we have communicated with the 60. The 30 east has been driven 1 fm. further on a branch of ore, and has opened and turned out some good stones of ore; 4 fms. 4 ft. 4 in. of ore ground have also been stope, which produced about 7 cwt. of ore per fathom. This stopes is more of a trial stopes than anything else; it is under where we once had a good course of ore, and it is in expectation of an improvement that it is continued. In the bottom of the 30 west we have sunk the winze deeper 5 fms. 3 ft. 6 in.; this has not been through a common good course of ore; it has produced 2½ tons of ore to the fathom, but 2 fms. of ore ground intervened, which brought down the produce; and, besides, we do not now at the bottom take down a fathom in length of the lode; it has again got into richer ore; the 50 fms. produced about 5 tons of ore. In the back of the 30 west we have stope in the two months 70 fms. 1 ft. 4 in. of ore ground. In such a great quantity of ground some fathoms were poor, some contained a few cwt. to the fm., some, again, as high as 25 to 30 cwt. to the fathom, but the whole 70 fms. averaged from 10 to 12 cwt. to the fathom, or (say) 34 tons of lead ore; this is a low produce, but in these stopes there are 11 courses and slides, acting as disturbing causes, interfering with the lodes, which, when we are deeper, I hope to end the 50. In the bottom of the 30 west we stope 3 fms. 5 fms. of ore ground produced about 10 cwt. to the fathom. We have risen in the back of this level 1 fathom 4 ft. 6 in., for ventilation and for a roadway to the 20. We have driven 2 fms. 1 ft. east along the caunter lode, which continues to look well, and produces good stones of ore. Our shipments are as follows:—Dec. 24, per *Hirondelle*, about 18

WEST MINE.—The Blumengang lode, driving east from the sink, will produce 11 tons of silver-lead ore per fm.; this end we have set to drive by eight men, 40 thalers per fm., equal to 6*l.* per fm. No. 1, upper stope, will produce 5 tons of lead ore per fm.; this stope is set to six men, at 25 thalers per fm., equal to 3*l.* per fath. No. 2, middle stope, will produce 6½ tons per fm.; this stope is set to four men, at 24 thalers per fm., equal to 3*l.* 12*s.* per fm. No. 3, bottom stope, will produce 8½ tons per fm.; this stope is set to three men, at 34 thalers per fm., equal to 5*l.* 2*s.* 2*d.* per fm. The stope driving from the south, some 100 ft. in the deep sea, will produce from 3½ to 4 tons of lead ore per fm.; this end is taken to drive by six men, at 24 thalers per fm., equal to 3*l.* 10*s.* per fm.

EAST MINE.—The Weitung stope, in the back of the 20 fm. level, east of Michael's shaft, will produce 3 tons of lead ore per fm.; the stope is set to six men, at 70 thalers per fm., equal to 3*l.* per fm. Dean's lode, driving east from Michael's shaft in the 15 fm. level, is somewhat improved, and will produce from 4½ to 5 tons of lead ore per fm.; this end I have not set, in consequence of the level, 3 fms. behind this present end, being crushed together, but by to-morrow the level will be secured, when I will set it to drive by six men, at 50 thalers per fm., equal to 2*l.* 10*s.* per fm. The lode, in the old shaft, will produce from 2½ to 3 tons of lead ore per fath. The drag set to four men, at 50 thalers per fm., equal to 4*l.* 10*s.* per fm. Carter's engine-shaft is sunk from surface and well timbered 35 fms. 2 ft. The building of the cylinder leader has

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COMMERCIAL NEWSPAPER STAMPS.

Extracted from a Parliamentary Return of the number of Stamps issued to each Newspaper published in London, for the second quarter of the present year, 1854:—

MINING JOURNAL	48,000
HERAPATH'S JOURNAL	25,500
RAILWAY TIMES	19,000
LONDON COMMERCIAL RECORD	13,000
JOURNAL OF COMMERCE	9,000
LONDON MERCANTILE JOURNAL	5,600
RAILWAY GAZETTE	4,125
RAILWAY GAZETTE	1,000

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly kept on receipt: it then forms an accumulating useful work of reference.

Sir,—Some days ago a manufacturing acquaintance, passing through his works, observed the motion of the machinery decrease, and upon going to the engine-room to discover the cause, he found the fire to be low: he tried the safety-valve to ascertain the pressure, but upon raising it, with considerable effort, he was astonished to discover a fierce rush of air inwards; this state of things so interested him, that he continued his examination, and found there was absolutely a strong suction into the boiler (the engine still working slowly, and the machinery in gear all the time) for fully 35 minutes; by which time, the fire being strengthened, the engine gradually resumed its usual speed. He mentioned the subject to a machine builder and engineer, and who confirmed the occurrence of this state of action in the steam-engine, from his personal experience, repeatedly, and in some cases for hours together. Now, no momentum will account for this action continuing so long; and if the engine were working by vacuum in the boiler, it ought to have been equalised by some few dozen strokes of the piston at most, even if back action could take place; besides, it would have caused the engine to have stopped at some point where pressure and suction were balanced. Can any of your practical scientific correspondents account for this? It seems anomalous, and only equalled by life, which at times in illness asserts its power and action under circumstances which are incompatible with its general existence. But this is perfectly inadmissible in mechanics.—OBSERVER: *Liverpool, Dec. 15.*

* A Cornishman (Bristol).—It is to be regretted that in this contest so much severity and personal abuse has been extended by both parties and their partisans. Such conduct cannot fall in the minds of the general public but to have a bad effect on mining enterprise. When speculators are such acrimony and diversity of opinion, they will refrain from embarking in adventures where temper and good conduct appears to be wanted in those where it is most required. No one can control others when he has not the power and discretion to govern his own temper.

QUINTER'S DOWN'S MINE.—A Shareholder wishes for some information respecting the actual position of this mine; when a meeting is to be held; and where the accounts can be seen?

* F. C. B. (Liverpool).—One of the causes that has hitherto retarded independent copper smelting is, the different theories that from time to time have been advanced by amateurs. Many of these pretenders have merely a smattering of chemical knowledge, no practical experience, and yet they presume to discuss the feasibility of the various ores, talk legerdemain of their capabilities for smelting, discuss the properties of the flux to be employed, while, at the same time, they are quite ignorant even of the rudiments of smelting.

* T. L. (Hampstead).—No settlement has yet been concluded between M. de Grimaldi and the English representatives of the Asturian Mining Company. The cause is still, we understand, before the Tribunal of Commerce in Paris. Although all concur that this is one of the finest properties in Europe, yet hitherto it has returned no dividend to its shareholders. Mines worked by Spaniards in the vicinity have been more successful.

* What's in a Name? (Brighton).—A detailed report of the meeting will be found in another column. It is to be hoped that the shareholders will effectually second the directors. The two gentlemen named have made great sacrifices, and deserve the support of the constituency. We have so fully dilated upon the prospects of the company, that further allusion to it is unnecessary at the present period.

* A Shareholder (Exeter).—Enquiries shall be made, and our correspondent duly informed in our next, as far as we are enabled to forward the necessary information.

* Your Reader (City).—The failure of the independent smelting-works arose from a variety of causes. The company could not afford to the miner and the manufacturer the same facilities, in the way of credits and advances, that they could obtain from the large smelting establishments. There were some defects in the management, the workmen were not so skilled, and the monopolists were perpetually driving an under-current to obstruct their progress. The case of the Alton Mining Company, we think, with all due deference, is one in point. If they can smelt such low-priced ores at a profit, even though they are obliged, how much more profitable must it be when they are of a higher per centage, and fuel and labour cheaper. The friend engaged in mining pursuits, who regards independent smelting as a delusion, should answer some of the remarks put forward by the scribbling idlers and disappointed managers; but singular it is, none of the friends of the smelters have ventured to meet their antagonists in the fair field of discussion. So soon as the arguments bear upon facts and figures, these gentlemen are prone to retire from the field, and indignantly withdraw from the contest, which, in many instances, their own arrogance has provoked. Mere assertion will not settle a question, and those engaged in mining pursuits, in many instances, are grossly ignorant of smelting, and all chemical arts appertaining to it.

* A Dupe (Stafford).—The party in question being a practical miner, ought not to have embarked in the undertaking, without first inspecting the property; probably he was deceived by the impudence of the one promoter, and the pseudo piety of the other. Never at any period in the annals of mining was money so recklessly and bombastically expended.

The letter of "Hibernicus," in conclusion of his remarks last week, must stand over.

* T. C. S. (Baker-street).—As a general rule, mining for the baser metals has been found more profitable than the search for gold, either in England or other regions. Many of the Californian companies, who held out hopes to their shareholders of 30 and 40 oz. to the ton, now state their quartz, they anticipate, will realise from 1 to 2 ounces to the ton. A few of these associations may possibly afford moderate returns to their shareholders, but none will realise, we are assured, the large profit once expected.

* T. L. (Birmingham).—The lamps are manufactured on Government account at Freyberg, in Saxony. They can be obtained through any respectable house in Hamburg. They are not applicable in coal mines, but where candles are used in Germany they are considered preferable.

FOREIGN ENLISTMENT.—Sir: It appears we are deficient of men to carry on the war, and that Ministers, in their wisdom, think proper in this momentous position to have recourse to a Foreign Enlistment Bill. Surely, in these days of science and enlightenment, when such wonderful discoveries have been made in science and art, previous to such an unpopular measure being introduced they should have investigated some of the many measures which have been proposed to them by men of genius and invention, as substitutes for the labour and power of man. The mine rifle and percussion cap have at last been adopted, and it is said that they have now in hand the new method of throwing shot, 300 yards. These may be very useful, but why not go a step further, and investigate others? It is but the trouble of investigation, cost off if not practicable. Among others one advertised as having been offered to Government, but not noticed. Why? This new piece of machinery is said to make one man do the work in firing of twenty men in line, 100 of them discharging 120,000 musket or rifle balls with true aim in one hour. Is not this better than a Foreign Enlistment Bill? Is not this worth looking into? No; Ministers must at once have recourse to that obnoxious measure. A scientific man, discussing this subject, observed the fact was that, with regard to science, these men in office were a set of "muffs," an odd term, I suppose he meant to insinuate they were not "bricks." Would it not be well if one or two persons were appointed to look at every invention, and that those novelties they thought worthy of being investigated should be referred to the Board of Ordnance? But not to design an answer to a proposition is an outrage to civilised usages, and disgraceful to Government.—No FOREIGNERS: *Dec. 21.*

Received—"D." (Newcastle-upon-Tyne), on "Practical and Scientific Miners."

We have particularly to request that subscribers and others, in paying accounts, will send cheques or post-office orders, in preference to postage-stamps.

NOTICE TO SUBSCRIBERS.—The Journal may be obtained of any bookseller or news-vendor in the kingdom, price 6d. weekly, or 17. 6s. per annum. Although we would recommend the subscription to be made by these means, if there is any difficulty in obtaining it through an agent, we supply it direct from the office, on receipt of a post-office order in favour of Wm. Salmon Mansell, as acting for the proprietors. As regards foreign subscribers, it is necessary that the amount for postage payable in England should be added, and the remittance made by draft on demand on a house in London. We give the amounts to be added for some of the principal countries, for their guidance.—Italy and Portugal, 8s. 8d.; Holland, 4s. 4d.; other parts of Europe require no postage. As, however, the postage payable on receipt of newspapers sent through Prussia is exorbitant, when transmitted from our office, we would advise subscribers in those parts to apply at the post-office in their respective districts, by which means they will be supplied on payment, in advance, of the subscription, together with a small per centage thereon (usually 10 per cent.), which covers the cost of transmission. In France, the amount payable on receipt is 4 cents. The postage to the United States, British North America, Australia, and New Zealand, is 4s. 4d.; Foreign West Indies, California, and Mexico, 2s. 8d.; Chili, 17s. 6d.; other parts of South America freely. All foreign subscriptions must be paid in advance, to ensure the regular transmission of the Journal; but if the subscriber is desirous of discontinuing his subscription, it is absolutely necessary to give notice of the same, otherwise the subscription continues.

Works published at the MINING JOURNAL office, 26, Fleet-street, London: GEOLOGY AND MAGNETISM. By EVAN HOPKINS. 16s. GOLD ROCKS OF GREAT BRITAIN. By JOHN CALVERT. 10s. 6d. WINNING AND WORKING OF COLLIERIES. By MATTHEW DUNN. 12s. 6d. SUPPLY OF WATER IN SWANSEA. By MICHAEL SCOTT. 10s. PROGRESS OF MINING IN 1853. By J. Y. WATSON, F.G.S. 1s. STATISTICS OF THE MINING INTEREST FOR 1853. By W. H. CUELL, Esq. 6d. GLOSSARY OF ENGLISH AND FOREIGN MINING AND SMELTING TERMS. 2s. THE MINING GUIDE. 2s. 6d. THE COST-BOOK—TAPPING'S PRIZE ESSAY. 6d. THE COST-BOOK—TAPPING'S PRIZE ESSAY—WITH NOTES AND APPENDIX. 5s. THE COST-BOOK SYSTEM: ITS PRINCIPLES & PRACTICE EXPLAINED. 6d. BRITISH MINES CONSIDERED AS A MEANS OF INVESTMENT, with particulars of the principal Dividend and Progressive Mines in England and Wales. By J. M. MURPHY, F.G.S. 3s. 6d.; by post, 4s.

WHEAL PROCKTEL.—Sir: Any of your readers will greatly oblige if they will inform me of the names and addresses of the original promoters of this mine. The shareholders here are greatly annoyed at the delay which has taken place in carrying out the scheme, and are determined to have recourse to legal means to obtain redress.—E. ATKINSON: *North-street, Leeds, Dec. 31.*

* G. H. (Plymouth).—Were we to publish every communication forwarded to us, we should require a double Supplement every week. On this subject we have received many letters—in fact, been perfectly inundated with remarks, many of them equally as diffuse as those of our correspondent. The position of an editor of a Journal is one of no ordinary difficulty. If he presumes to exercise his discretion, and does not admit all communications which may be submitted to him, however they may be partially couched, he is accused of not being impartial. We have endeavoured to do our duty to all parties, and while we are conscious we are fulfilling that, we shall not diverge from the upright and just course we have always pursued, and which path we shall never deviate from.

SAFETY-FUEL.—We must decline further correspondence on this subject. The queries of "An Agent" are satisfactorily replied to in the letter from Messrs. Brunton, in another column.

* W. S. O. (Kings Arms-yard).—It was the duty of the shareholders to have appointed a committee of investigation before the funds were all wasted. They should not have trusted so much to the good faith of the directors, more especially as one of them had figured in the Insolvent Debtors' Court.

* C. M. (Bloombury).—It is the intention of the committee, shortly after the commencement of the new year, to have the mines inspected. The latest accounts state they are progressing favourably, the ore raised being of superior quality.

* C. W. (Hoxton).—Seleniuret of silver occurs in this vein, traversing seleniuret of lead, at Tinkerode, in the Harz, from which mineral it is distinguished by its being of a darker hue; it possesses three cleavages, perpendicular to one another. Before the blow-pipe, with borax and soda, it yields a metallic button of silver, mixed with lead.

THE ANNUAL REVIEW OF MINING.

By J. Y. WATSON, Esq., F.G.S.

The usual periodical commentary on Mining during the year, for which we are indebted to our esteemed correspondent, will be published in next week's Journal.

A valuable statistical compilation, by W. H. CUELL, Esq., showing the dividends paid by the several mines from 1824, will also appear in the same Journal.

THE MINING JOURNAL.
Railway and Commercial Gazette.

LONDON, DECEMBER 23, 1854.

The assumed superiority of wrought-iron guns, as compared with those of cast-iron, still continues to interest the public; and we continue to receive communications from various quarters on the subject, and also in respect of various improvements in the projectiles required for war. The arrangements of Mr. NASHVILLE, under the sanction of the Government, are believed to be proceeding on a very extended scale, and we suspect that the opinion is erroneous which assumes that the ancient fashion is to be revived, and that the new ordnance, proposed by that eminent engineer, are to be formed of bars, or rather staves, of iron, welded together when red hot by the steam-hammer. We are, on the contrary, induced to conjecture that the system of twisted gun-barrels will be adopted, and that the new and improved wrought-iron ordnance will be formed of hammered coils. Of this, however, we may rest assured, that the proposed manufacture, which is probably destined to introduce a vast change in the power, effect, and range of those great and destructive implements of war, will redound to the credit of British engineering science, and skill.

Those who have visited the very perfect model of Sebastopol, now being exhibited by Mr. WYLD, at the Great Globe, in Leicester-square, can estimate the extent and magnitude of the siege operations; and we earnestly recommend all who feel interested (and who do not) in that momentous subject, to avail themselves of the opportunity of studying the relative positions of the assailants and the assailed, and of judging for themselves the difficulties and dangers to be met, and the obstacles to be overcome, before complete success can be achieved.

In addition to the many defects which practice experiences in the present form and material for heavy cannon, there are other striking and serious ones in the deterioration of the structure of the metal itself by long-continued and rapid firing, and also in the irregular enlargement of the bore, and the blowing of the touchhole. A correspondent ("C. E."), who appears well acquainted with the subject, has suggested that durability and strength can only be obtained by constructing the gun of two different metals, steel lining for the bore, and a cast metal jacket outside, to give weight and strength. Steel, even in its soft state, is far less brittle than cast-iron, and far tougher even than wrought; therefore the bore of ordnance lined with steel would be infinitely more durable than with either cast or wrought metal; and such a manufacture, it is assumed, may be accomplished with comparative ease in our large foundries and iron-works. The steel tube, when completed, may, as he suggests, be placed in the usual mould for casting the coating around it, when from heat and contraction the whole will become one solid mass of metal. Even this suggestion may, perhaps, be improved upon by a more extended combination—namely, by making the internal lining of steel, binding that with wrought and hammered iron, and covering the entire again with metal castings. It is, of course, for accurate experiments to ascertain, whether their relative cohesive powers can be satisfactorily adjusted. It would seem also that steel may be usefully employed in the touchholes. Platinum, from its indestructibility by fire, has been long used for the same purpose in our best fowling-pieces and rifles; and we have yet to learn whether it has been employed in heavy, or field ordnance. We are at the same time assured, by many communications from the Crimea, that the frequent discharges of the heavy guns used by the besiegers have completely worn away the vents, a defect in the manufacture for which the Board of Ordnance are highly reprehensible, and which they are bound by every possible means in future to avert.

The evil effects of rusty, ill-cast shot, which are seldom completely spherical, and never perfectly smooth, have been often felt in practice. The writer to whom we have alluded, accordingly, suggests a method, not his own, of producing perfectly smooth cast-iron balls by hammering them while still red-hot—the face and anvil of the tilt hammer, which must be rapidly worked, being turned into hemispherical hollows. It is also recommended that, while the hammer-man turns the shot swiftly round with a peculiarly-shaped tong, a pipe, with a watering-pot rose, should direct a fine shower of cold water over all, by which means a truly spherical and perfectly smooth globe will be turned out, as from a lathe. By then immediately plunging the shot, while still warm, into boiling asphalt, or marine glue, it may be preserved for years free from rust.

An old and valued correspondent, Mr. S. B. ROOZAS, of Nant-y-glo, has also submitted to the Board of Ordnance some specimens of heavy shot, made on an improved principle, which he is sanguine will be successful. These shots are oblong, and are cast in lead, the object of which is to enable them to be fired from rifle guns, without injury to the grooves, and from wrought-iron guns without wearing the bore. From Mr. ROOZAS'S intimate acquaintance with the manufacture of iron in all its branches, the utmost value may be anticipated from his recommendations.

A general impression appears to prevail that the English rocket practice in the Crimea has been uncertain, and the rocket has accordingly not risen in the estimation of military men as an implement of war. The war rocket was originally the invention of the late General CONGREVE, and although in this age of progress improvement might have been fairly anticipated in its manufacture, as in every other, the authorities at Woolwich, unless when pressed by the influence of public opinion, have invariably proved themselves firmly wedded to system. They accordingly pertinaciously adhere to the practices of their predecessors, and set their faces obstinately against innovation, even when attended with improvement. It is well-known that the original Congreve rocket had been improved on by Major PARLEY, and that the East India Company's artillery had used, in the sieges in India, rockets made at his rocket manufactory at Allahabad, of far greater range and power than had ever been seen at Woolwich. The old Congreve rocket is, we believe, the only one as yet supplied to the expeditionary army in the Crimea, and we have now before us documents and testimonials which conclusively establish that rockets can be manufactured by Major PARLEY, on his improved system, of any size required, from 500 to 2000 lbs. weight, carrying at their heads from 150 to 400 lbs. of combustible or explosive composition, so that one rocket falling on a ship or a part of a fortification would destroy it immediately. Marshal MAJOWSKI, Duke of Ragusa, in his celebrated work, *The Spirit of Military Institutions* (chap. 3, Artillery), places rockets amongst the most

terrible implements of modern war; and it is incumbent on our Government authorities to render them as perfect as skill and science can effect. The country has a right to expect from every department of the State the utmost attention to the present exigencies of the war, and it can never justify, in the face of the world, the adoption in the Crimea of rockets inferior in size, weight, and range, to those which have been used with such success in India.

We perceive that the Russians are making vast preparations for resistance in the spring. Sir CHARLES NAPIER'S return from the Baltic will enable that distinguished officer, to whom the country is deeply indebted for the preservation of our fleet in the most difficult seas, and thus most dangerous for navigation, to furnish the results of his wisdom and experience. The Earl of DUNDONALD, the highest living authority, has generously borne tribute to his prudence and skill, and ample opportunity is now afforded to the Administration of strengthening their naval and military councils, and bringing the most eminent professional advice to the aid of that practical and scientific skill which the engineers of Great Britain are so ready, so proud, and so competent to supply.

A question of great importance, not only to the mining, but to the commercial interests in general, arose incidentally in the case of PEEK and Another v. THOMAS, before Lord Chief Justice JENKINS, in the Nisi Prius sittings at Guildhall, on Tuesday, the 12th inst. The plaintiffs were engineers and millwrights, at the Sobo Iron-Works, Manchester; and they sought to recover from the defendant the sum of 60l. 14s. 8d. for goods supplied to the Cwmbeisian Mining Company, a company on the Cost-book Principle, of which it was alleged that the defendant was a shareholder. In order to fix the defendant with liability, transfers of two shares in the company, in the usual form, were tendered in evidence on part of the plaintiffs. It was objected, on the part of the defendant, that they were contracts, and required halfpenny stamps; and, after an argument, the learned Judge ruled that they were inadmissible without agreement stamps. Our readers are aware that agreements not under seal require, to give them validity in a court of law, to be impressed with a 2s. 6d. stamp, and that the Act of Parliament allows 14 days from their date for stamping them. In default of their being stamped within that period, a 10l. penalty must be paid. By a recent Act, designed as a remedial one, the officer of the Court is empowered to receive the stamp duty on the trial; and these transfers would have been allowed to be read if the plaintiffs had lodged the sum of 22l. 5s.—being the original stamp of 2s. 6d. on each, 10l. penalty on each, and a fee which the statute gives to the officer of the Court of 1l. on each, for his trouble in getting the proper stamp affixed, and accounting for the duty and penalty with the Stamp Office. The plaintiffs having declined to make the lodgment, the transfers were both rejected; and the other evidence given being insufficient, the learned Judge directed a verdict for the defendant.

This decision at Nisi Prius will probably be reviewed by the full Court; but it involves a question of serious moment to the mining community, particularly in reference to the numerous commercial transactions which daily occur in the transfer of shares in cost-book mines.

We can very well understand the objection, and concede that it might be valid, if this was an action on the transfers themselves as contract; but it does seem unreasonable that these transfers should not be admissible, as letters would be, in the nature of admissions for the benefit of a third party. This decision, if sustained, would go so far as to establish that letters if they contain a contract, although that contract may have been waived, or performed, are, unless severally stamped, at all times inadmissible in evidence for any purpose, even where the validity of the contract, or, in fact, any question respecting it, does not arise.

The matter is so very startling, that it may require the interference of the Legislature; for it can scarcely be imagined, that it was intended to impede the transfer of such shares by making the act of transfer of every single cost-book share a special contract between the transferor and the transferee, so as to require a stamp. The evil is, however, in the present instance, far greater, as the proceeding in this case was not to enforce the contract between the parties to it, but merely to use it as a collateral piece of evidence for another and distinct purpose.

Salvador House, it would appear, has become the grand arena for disputes in mining adventure; and when it is considered that the mines conducted at that establishment generally involve an annual expenditure of many thousand pounds, the proceedings must be watched with great interest by the mining community. A meeting of shareholders in the TINCROFT COPPER AND TIN MINES was held on Tuesday (Mr. HODGSON in the chair), and which may be truly observed to have been conducted in the most disorderly and unbusiness-like manner. Some months past a committee of investigation was appointed, composed of Messrs. TYRRE, PRIOR, and PETER WATSON; but it would appear that some difference of opinion existed amongst those gentlemen—a fact which will not surprise the shareholders, when it was stated that, since their appointment, Mr. PRIOR had been elected a director, and Mr. PETER WATSON the purser of the mines. After much confusion, and various interruptions, the report of Mr. TYRRE was read, which contained several grave charges against the general management and method of keeping the company's accounts; it alleged that the statement of accounts exhibited at the last meeting was a misrepresentation of the company's affairs, and that credit was taken in December for 4000l. worth of tin, which was not sold until the April following, being entered four months in anticipation. Again, two sums, amounting to 2700l., appeared only to exist in imagination; and the true position of the affairs was that in June last they had nothing in hand. The report of Mr. HILHAM WILLIAMS, suggesting several alterations in the surface works, was next read, as also one from Mr. PETER WATSON—this gentleman insisting that the liabilities over assets was only about 3000l., whilst Mr. TYRRE'S report stated them at 8000l. A stormy debate now ensued; the chairman, on the one hand, insisting that a substantive motion should be submitted for receiving the report; and Mr. BERRY, Mr. HADOW, and several others, insisting that the meeting was called pursuant to a requisition, for the purpose of ascertaining the course the directors intended to pursue, in consequence of receiving the report of the committee of investigation, which had been sent to them many months back. The chairman still contended that they were met for the purpose of discussing the report, and were there ready to go on with that business. An angry discussion now ensued, during which it was elicited that Mr. PETER WATSON was made purser shortly after the appointment of the committee of investigation, and that his report was dated the 12th of the present month. Mr. HEAL observed that it was somewhat extraordinary that Mr. WATSON, who had been appointed purser, should at the eleventh hour send in his report. Mr. WATSON defended his conduct, stating that he had in vain endeavoured to get his fellow-committeemen together to draw up the report, and that they were essentially the same—the only difference arising from the refusal of Mr. TYRRE to take credit for calls and copper ore bills, due in about 15 days.

A scene of indescribable confusion now ensued, during which several resolutions and counter-resolutions, amendments and counter-amendments, were proposed, when, amongst the general discord, Mr. BELLINGER rose to propose that a new committee of investigation should be appointed, which was seconded by Mr. BERRY. The chairman opposed it, stating that on the two previous occasions they had fallen to the ground, and utterly failed to substantiate anything against the management of the mine. If the appointment of the committee would make the property of a higher value, he would be the first to say, have it, but it would only paralyse the exertions of the directors. The reports these committees had issued did not contain matters of fact, but mere matters of opinion, and he thought they should not have their property further depreciated. Mr. HADOW contended that no injury could arise from the appointment of another committee, as it was impossible to be in a worse position. Mr. MUNDAY suggested that a middle course should be adopted. Would the managing director and others give up half their fees until Tincroft was in a paying condition? He considered they were about turning the corner, and if they would apply their energies to the mine it might yet prove a good property. Mr. STAINLEY had got them in a great mess; but let them see how far they could get on with the new discoveries, and not throw dirty water in one another's face. The uproar was again commenced, and in the confusion the chairman charged Mr. HADOW with making some personal observations against him, but which, Mr. HADOW contended, were not against his honour, but his conduct in the chair. In the midst of the discussion, the chairman and other directors abruptly dissolved the meeting, and left the room. Mr. BELLINGER immediately rallied the remaining shareholders, who appointed Mr. MUNDAY to the vacant chair, when a resolution was passed appointing Messrs. TYRRE, BELLINGER, MACKAY, and MUNDAY a committee of investigation, and the proceedings were adjourned until the 6th Feb. next. Mr. SEWELL (the

solicitor), in conclusion, hoped that whatever they did they would do in the spirit of conciliation, and, if possible, keep out of the lawyers' hands; to which we may add that, if the proceedings are conducted in the same feeling as evinced on Tuesday, nothing but certain destruction can await the property, and the sooner it is wound up the greater amount will be saved to the adventurers.

In another column will be found a report of the extraordinary meeting of the QUARTZ ROCK MARIPOSA GOLD MINING COMPANY, held on Monday. It must be remembered by our readers that this is one of the accredited associations, which have always held meetings, invariably published their accounts, and, though as yet they have not attained the success they so energetically struggled for, yet on all occasions they have, from the commencement of their career, endeavoured to obtain it. According to all accounts, the vein they possess (the Mary Harrison) is one of the richest in California. In testimony of the value of this property, they have not only the opinion of their own agents, but likewise that of Mr. J. A. PARRIS and Mr. HUNN, both competent agents, and men of some repute in the mining world. The great error this association, it would appear, has fallen into, was that it commenced with too limited capital. There can be no question that when they commenced working some mistakes were committed: they had to contend against extravagant labour in California, defective means of transport, and unscrupulous managers—in fact, the difficulties they had to encounter were of no ordinary nature.

From the statement of the directors, it would appear that now the plant is in an effective state of working, some slight alterations only being required in the machinery, that the capital is expended; this, we believe, is the category of several of the gold mining companies; the Quartz Rock, however, has this advantage over many of its competitors—they can show their locality, and prove that their capital has been honestly expended. A further sum of 15,000*l.* is requisite to carry on the works, to discharge existing liabilities, and place the mine in such an effective state that it can afford remunerative results; and it now remains a question with the shareholders whether, after having expended the sum of 48,946*l.*, they will not make a further exertion to reap the benefits of that which they have so long and ardently toiled for. In the present state of the money market they must not disguise from themselves the fact, that although there are many capitalists who would be too glad, at any price, to reap the fruit of their labours, yet that the general public will not be induced to subscribe. If, therefore, the proprietors wish to retain their property, it will be necessary they should strenuously co-operate with the directors. It is not just that they should have all the anxiety and responsibility for the benefit of others: they have expressed their satisfaction of the conduct of the directors in words, and it is now the time they should do so by deeds. The adjourned meeting will be held on the 15th of January, and we trust by that time the directors will be enabled to carry on successfully the works, now that so much has been expended. It would be a deep disgrace if English mining enterprise, from want of a little spirit, should allow grasping foreigners to snatch from them a legitimate and honest undertaking, and thereby, owing to chicanery, reap the fruits of British capital and industry.

In our Journals of Oct. 21 and 28, we referred to the case of Mr. JAMES ECKLEY PROCKTER, of Lancaster, innkeeper and dealer in shares, which again came before the Exeter Court of Bankruptcy on Wednesday, the 6th inst. The bankrupt underwent on this occasion a very rigid examination; and Mr. YOUNG, to whose advice he had attributed some of his most reprehensible acts, attended to exculpate himself. After a very patient enquiry, and many strong observations, the learned Commissioner BERR, in delivering judgment, pronounced a very elaborate commentary on the frauds which had been committed by the bankrupt, in trading with the mines and mining shares under his control, and on the principles which governed the Court in dealing with bankrupts under such circumstances. Although unwilling even to appear to bear hard upon a fallen man, we deem it a duty we owe to the community to state succinctly the judicial grounds on which the certificate was refused in this case. We may premise by expressing a hope that such circumstances as were disclosed in the examination are rare; and we are entitled to hope that their publication may tend, by the example made, to prevent their frequent repetition.

The withholding of a certificate, although it would not affect the results of the personal exertions of the bankrupt, would entitle the assignees to any future property he might acquire, therefore its consequences might operate seriously as to his future prospects. It was consequently the duty of the Court to ascertain, if possible, from the judgments of the superior tribunals, what were the principles upon which a certificate should be withheld. One principle had been laid down by the Lords Justices, that courts of bankruptcy ought, in granting or withholding a certificate, to consider not so much the punishment of the bankrupt, as whether the trader had so conducted himself that the Court should permit him to resume trade without paying his creditors. In another case the Court declared that the Commissioner was bound to consider whether the trader was worthy of that degree of estimation which ought to belong to one engaged in the transactions of commerce. He took these two positions as being in every view fit guides to him in the disposal of this case; and he should first consider the case so far as regarded the conduct of the bankrupt. He did not concur in the opinion that he should look merely to the results, but conceived that he should also take into consideration the motives which appeared to have actuated him. The report of the official assignee, imputed, as he conceived justly, from the facts of the case, that there had been a series of wild speculations, which had ended in a loss of 4000*l.*, and even that must, to some extent, be visited with condemnation. Here, then, appeared what, although not an actual preference, was a plain determination on the part of the bankrupt to prefer his brother, Mr. WILLIAM PROCKTER; and there was no doubt but that if he had been enabled to prefer to his other creditors his brother-in-law, Mr. CLINO, he was anxious to do so. Then arose the question respecting the keeping of the books; the Commissioner did not concur in the suggestion that the bankrupt might have been misled by any representation or advice by Mr. YOUNG, and he considered that that gentleman had adopted a very wise course in coming here that day, to relieve himself from the imputation attempted to be cast upon him; which, however, was not credible, even if he had not appeared. He could not believe that any man in the position of Mr. YOUNG, as purser of a mine, would, as represented by the bankrupt, have advised any person to pursue so improper a course, and he could not believe either that Mr. PROCKTER was himself so devoid of common sense as to suppose it possible that it was necessary for parties carrying on a mine on the Cost-book Principle to make false entries in the books, the effect of which was to impose on the public. The entries in this case were not only false, but they were in imitation of the writing of other parties; and this appeared to be one of the most serious charges against the bankrupt, and was not even a single case. Mr. PROCKTER filled up an official document, in which he forged, for he could use no other word, the name of HICKS, when at that time he had not received HICKS's authority for the acceptance of the shares; and, in addition to his name, he forged the name of an attesting witness, as well as the name of another attesting witness, to HICKS's acceptance. They had, then, a receipt for money produced, to which Mr. PROCKTER had signed his brother's name, so that it was not an isolated transaction, and there were false entries, false documents, and false receipts put forward by a man who, up to a certain period, had borne a good character. There was then the transaction of the deposit of the turnpike deeds poll, lodged with the bankers, in order to obtain credit at a time, when Mr. PROCKTER knew that he was doing an act, which no attempt has been made to justify, and which was in itself a serious offence. Then, again, they had the concealment of 500*l.*, which came within the express language of offences against the bankrupt laws. All these transactions constituted a series which manifested utter indifference to the common principles of honesty. Reference was then made to the manner in which the books were kept, and to the destruction of letters; which, although not proved to the Court by direct evidence, yet the inference was irresistible, and sufficient to satisfy any jury; else why were all other papers carefully preserved, while letters from his connections seemed uniformly destroyed? There was also the letter written by the bankrupt to his brother after his examination in that Court, and it was his (the Commissioner's) duty to consider the conduct of the bankrupt both before and after his bankruptcy, for the Court had a right to expect from him a full and free statement of his affairs. It was impossible to read that letter without seeing that there was a determination on the part of the bankrupt not to give to the Court a fair statement. The Commissioner felt that he would not discharge his duty, even looking at the misfortunes which might attend the result of his judgment, if he did not take all the transactions into his consideration. There was a series of them, every one deserved some condemnation, and he could not,

therefore, come to any other conclusion than that it was his duty to refuse the certificate altogether.

The discussion at the Society of Arts, which followed the reading of Mr. HARRY SCRIVENOR's paper "On the Growth and Expansion of our Foreign and Colonial Trade in Iron, and the Fiscal Obstructions to its Extension," revealed a number of highly interesting statistical facts respecting that most important branch of our national industry. It seemed conceded that our colonial demand for iron was likely to increase from year to year, and it is generally believed, should the supply from England begin to fail, which seemed very unlikely, that some of our colonies possessed vast mineral stores as yet undeveloped. In Australia, in Canada, Nova Scotia, and very many parts of India, were not only found abundant deposits of ironstone, but also of coal; and reference was made to a valuable report made by Major DAUMOND to the East India Company, about four years ago, on the subject of Indian iron. That report stated, "that the centre of India, from Nerbudda to Assam, abounds in coal and ironstone formation, capable of yielding iron similar to that of Great Britain, the ore containing from 30 to 50 per cent. of metallic iron. The Himalayas, Gwalior, and other districts, possess in great abundance the richer ores, capable of yielding the superior iron of Cumberland, Sweden, and other parts of Europe. Accompanying these last are extensive forests, from which can be obtained in profusion the fuel necessary for their reduction, wood charcoal."

The monetary crisis of 1847 had given a temporary check to the production and export of iron from this country, but the gold discoveries, the extensive emigration, and the general prosperity of our colonial dependencies, had imparted such a stimulus to trade, that the make of iron in this country now approximated to 3,000,000 tons per annum. From 1849 to 1852, the declared value of all manufactured iron exported had steadily increased at the rate of about one million per annum—from 8,500,000*l.* in 1849, it had reached 17,500,000*l.* in 1853; in the present year it would probably exceed 18,000,000*l.*, the value for the first ten months of the year being 15,250,000*l.* The declared value of hardware and cutlery was rather less than 2,250,000*l.* in 1849, but in 1853 it had reached to upwards of 3,500,000*l.*; that of machinery and millwork, which in 1847 was only 700,000*l.*, had in 1853 risen to nearly 2,000,000*l.* It should also be remembered that the amount exported was little more than half the production; the declared value of the exports was, therefore, be fairly doubled; and although the declared value was not equal to the real value, we would even thus arrive at 36,000,000*l.* as the total amount of the iron productions of this country, exclusive of its other metallic produce. It would be found that, in little more than 30 years, the value of the exports of British iron had increased by no less than 650 per cent.—an advance unparalleled in the historic annals of trade.

A general opinion seemed to prevail that this increase was likely to be still progressive. Some few years past, we had in this country only 7000 miles of railroad under traffic, on which 2500 engines were at work. Now, including sidings, double lines, &c., we had probably 25,000 miles at work, in the construction of which, perhaps, not less than 2,500,000 tons of iron had been consumed. If, from abrasion or other causes, there was an average depreciation of the rails to the extent of 10 per cent. in the year, the requirements for their replacement would create an annual demand of about 250,000 tons of iron to supply that depreciation. It would thus be seen that every mile of railway laid down not only was an immediate benefit to the iron trade in the first instance, but caused and secured a constant subsequent demand. Irrespective of the demand for the railroads of France, and other states of the European continent, in four or five years the United States would probably be traversed by 30,000 miles of railway, there being now in operation in the Union upwards of 15,000 miles. In the British American colonies, there were also several thousand miles of railway in course of construction; and on the Continent, the number of miles in operation was probably not less than 12,000.

There were, besides, other and most important purposes to which iron was being applied, such as the building of dwellings, warehouses, steamers, &c.—sources of demand which know no limit. Five years ago, only 8 per cent. of steam-ships were built of iron; whilst now the proportion was not less than 70 or 80 per cent., and there seemed but little doubt that iron vessels, at least for the purposes of trade, would shortly supersede altogether ships built of wood, if their bottoms could be kept clean, and iron preserved by some composition from the effects of seawater. When we saw boiler-plates now being made weighing 1½ tons, engine-shafts of 4 tons, and steam-cylinders of 28 and 30 tons, it was clear that the demand for iron must continue progressive. The high-level bridge at Newcastle consumed 5000 tons of iron; the Menai Bridge 11,000 tons; and there was now in course of construction, in Canada, the Victoria, an iron bridge, across the St. Lawrence, which would be nearly two miles in length. The growing taste for increasing the enjoyments, and improving the sanitary condition of man, was spreading far and wide the demand for gas and water-pipes; Calcutta and other cities of the East were in the market for contracts for iron pipes, lamp-posts, gasometers, &c. A firm in Glasgow lately took a contract for 36,500 tons of gas and water-pipes; the city of Melbourne alone requires 19 miles of those pipes; and Rio Janeiro about 30 miles of gas-pipes alone.

The date of the English iron trade, or of cheap iron, may be said to go no further back than the introduction of NIELSON's hot-blast, which brought a large quantity of otherwise valueless material into use; yet so great at first was the prejudice against the system, that its general adoption was slow. A great proportion of the increase within the last 20 years had been caused at first by the demand for the railways; but when formed, they in their turn produced corresponding advantages, by encouraging the facilities, and reducing the cost, of transit. This was a matter of great importance, and some difference of opinion seemed to prevail, whether the increase of these facilities abroad might not have the effect of rendering foreign countries to a greater extent independent of England. In this apprehension we confess that we do not concur, our conviction being that the more the extension of railways is encouraged on the Continent, and the facility of transit improved, the more able would we be, even with the disadvantages of existing duties, to convey our iron throughout the Continent. Even in the Zollverein, where the production of iron was stated to have increased, that increase, dependent as it was on the bars or fringes of rivers, or even canals, on the state of the roads, and horse and car traffic, could never be materially great. A large portion of the increase which had taken place in the consumption of iron on the Continent might be attributed to the low prices which prevailed in 1851, and to the effect of the Great Exhibition of that year. The numerous strangers who visited this country at that period, and saw the display of raw materials, on their return must have announced to the manufacturers in their respective countries that they must obtain their iron from this. The result was, that the price of pig-iron in Glasgow, when in 1851 was 36*s.* per ton, had been gradually rising until it had at one period reached upwards of 90*s.* That Exhibition had rendered great service to the country, and it was anticipated that that which is to take place next year, in Paris, would be productive of equal benefits, if our producers were careful to show good examples of raw materials. The advancement of every country in wealth and comfort would be found to be in proportion to its plentiful and cheap supply of iron.

Although it might not be altogether correct to estimate the progress of civilisation by the consumption of iron, a calculation, by Mr. WERN, a member of the Swedish Diet, shows that in Russia it is less than in other civilised states, and that Sweden and Austria follow closely in her wake. The following statement of the relative consumption for the year 1851 is worthy of notice:—

	Per head.
In the United States of America the consumption was	88 lbs.
Great Britain	81
France	36
Hanover and Oldenburg	29
German Customs Union	24
Switzerland	19
Sweden	11½
Austria	11
Russia	8

Mr. WERN, anxious as regards Sweden, has stated that, at present, there is reason to believe that the consumption is 14 lbs. per head.

As regards iron-making countries, with the exception of Russia and Sweden, it must be a matter of cost. By a report of the Secretary of the Treasury of the United States, in compliance with a resolution of the Senate, of March 28, 1853, it appears that on the average of ten years, from 1843 to 1852, we have been able to compete with America in her own markets, the average price of pig-iron at Glasgow being 2*l.* 15*s.*; at New York, 5*l.* 11*s.* 6*d.*; and at Pittsburgh, 5*l.* 10*s.* 8*d.* The average price of bar-iron at Liverpool, 6*l.* 12*s.* 5*d.*; at New York, 11*l.* 15*s.* 6*d.*; and at Pittsburgh, 11*l.* 11*s.* The declared value of all exports of British iron, and unwrought steel, including hardware, cutlery, and millwork,

from the different ports at which the shipments for 1851 were made, is as follows:—

London	£1,582,499
Liverpool	4,813,778
Bristol	223,217
Hull	1,073,732
Other English ports	320,981
Total, English ports	£8,014,207
Scotch ports	551,819
Irish ports	18,911
Together	£8,584,937

With respect to the trade with the European Continent, England could supply good pig-iron at 60*s.* or 70*s.* per ton; tariff regulations and heavy fiscal duties would raise it, before it reached the foreign market, to 150*s.* Take a cargo of pig-iron, and consign it to Vienna: its value would be raised by revenue charges to 10 per cent. above that of Hungarian charcoal iron; and yet the Hungarians themselves admitted that they would gladly pay an increased price for a small portion of Glasgow pig-iron, to mix with their raw charcoal iron. Follow a cargo of iron, by the Elbe, to Austria: it was stopped at Stade, to pay an impost to Hanover, because one bank of the Elbe belonged to that state. If Hanover levied a duty, why should not also Denmark, which was situated on the opposite bank? After shifting the cargo at Hanover into river boats, it would be conveyed only a few miles, when it was stopped at Nuremberg to pay toll to Denmark; it then proceeded to Mecklenburg, where it paid another toll; and on entering Prussia, another; so that, in fact, there was nothing but toll upon toll until it arrived at Vienna. These tariffs were the primary cause of the want of transit facilities; and if the continental States could be induced to take off their duties, this country would first find the rails with which to make the railways, and afterwards carry iron over them, to pay by the traffic for their construction. As the President at the meeting was officially connected with the Government, he may possibly be induced, by the information thus furnished to the meeting, to bring the subject fully under the consideration of the Board of Trade.

A variety of other topics occupied the attention of the meeting; amongst others, reference was made to the remarkable augmentation of exports to the Continent which had followed a relaxation of duties. The modern policy of France, in reducing its tariff on the importation of iron, was not forgotten; but still it added 1*l.* 15*s.* 4*d.* a ton to its cost—a duty which the French were resorting to expedients to evade. It was stated, that if the Great Northern Railway of France bought 100 tons of iron rails in this country, upon their delivery duty was charged to the company, in order to bring it to the price of the French manufacturers. If the price in France were 12*l.* per ton, and that the iron could be delivered from this country at 9*l.*, would it not be a clear advantage to the company, and to the country, that the tariff duty did not exist? It was not alone in the price of iron that France suffered by those imposts: upwards of two millions sterling was lost in her agriculture. A wooden plough, or a wooden wheel, and other wooden implements, where iron ought to be used, caused that loss by their inefficiency. The iron trade furnished an extremely happy illustration, that it was not by protective duties that industry could be encouraged, but that, on the contrary, produce was reduced by imposts and restrictions. When we witness particular cycles in trade, during which an article rose 10 or 20 per cent. annually in the amount consumed, succeeded by a demand like that for railways, we naturally become afraid of revulsion. When, however, it was ascertained that the make of iron for the present year would exceed 3,000,000 tons, and that all the railways of the kingdom contained at the utmost only 2,500,000 tons, it was manifest that the railways could not have exercised any material influence, as the entire rails at yet used were not equal to one year's production of iron; it may, therefore, be fairly inferred that the trade was, in the main, founded on a solid basis.

Among the numerous speculative enterprises which, in a commercial nation like England, will naturally present themselves as promising undertakings for the legitimate investment of capital, it is not to be expected that all will turn out successful, or prove alike sound and permanent sources of wealth, but rather that some proportion of them will, instead of fulfilling the anticipations of the promoters, although brought before the public with the best motives, and presenting unusually good indications, fail to produce those beneficial results which, from the features presented, might reasonably have been looked forward to. Of such a character has been the SUE RIVER COPPER AND GENERAL MINING COMPANY OF JAMAICA, formed in 1853 for working a grant of land situated on the Sue River, in the Island of Jamaica, in which very considerable indications of mineral presented themselves. The promoters were Messrs. WRIGHT, ARMSTRONG, and Co., of Jamaica; and, in the first instance, the usually proper and necessary steps were taken to explore the property, and ascertain how far operations might be commenced with the prospect of future remuneration and permanent results. The report of Mr. HENWOOD, who had inspected the ground previous to the annual meeting in May last, and in whose skill and judgment the directors placed the utmost confidence, was, however, of so discouraging a nature, and the explorations since had been so confirmatory of that gentleman's views, that the directors thought it their duty to put a stop to all further expenses, and call a meeting, to consider the necessity of winding up the affairs of the company, the proceedings at which meeting was fully reported in last week's Journal. Yesterday another meeting was held at the offices, to confirm the resolutions passed at the one in the previous week for dissolving the company, winding up the affairs, and dividing the surplus funds among the shareholders, which decision was confirmed unanimously.

With this unfavourable result, under circumstances which held out hopes of better prospects, and the disappointment felt by many large holders, who were sanguine as to the mineral value of the land, there is satisfaction—that the capital paid up has not been squandered or unjustly appropriated; the most judicious economy has been practised; the promoters and directors have not been jobbers in shares, as is too frequently the case, but have actually increased their interest since the allotment; and out of about 13,000*l.* some 8000*l.* or 9000*l.* is applicable to a dividend, equal to about 6*s.* per share, which will be paid immediately on the realisation of the funds, and the ascertainment of the exact position of the assets and liabilities, when a full statement of accounts will be laid before the shareholders. So satisfied were the shareholders of the energetic and upright proceedings of the directors, and the time and talent they had devoted to the best interests of the company, that, on the motion of Mr. HITCHINS, of Jamaica, the meeting unanimously voted them a sum of 200*l.*, as some consideration for their disinterested and valuable services.

IRISH MINES, AND IRISH ORES.—On referring to our report of the sales of copper ores at Swansea, on Tuesday, it will be seen that the chief part were from Ireland. The total quantity sold was 1220 tons, of which the Irish ores were 1041 tons, producing an average price of upwards of 12*l.* 6*s.* per ton, or 12,806*l.* 3*s.* 6*d.* The Irish ores in the ticketing for the next sale at Swansea, on the 2d January, are 371 tons. Thus we see in one month 1412 tons sold, and from only four of the Irish mines. These facts must surely merit the attention of parties who are disposed to adventure in mining operations in Ireland.

KENMARE MINING COMPANY—SALE OF THE PROPERTY.—According to the resolution passed at a special meeting, held on the 20th Nov. last, the Kenmare Mine, machinery, materials, buildings, &c., were put up for sale at the Auction Mart, Bartholomew-lane, on Thursday, by Mr. ELLIS, of the firm of Gadsden, Ellis, and Winterlood. The property is situated within six miles of the town of Kenmare, in the county of Kerry, Ireland, and is called the Kenmare and West of Ireland Copper and Silver-lead Mines. It includes 15 acres of freehold land, with mining rights extending over 200 acres, held in perpetuity, at a royalty of one-fifteenth, and includes the whole of the machinery and plant, consisting of a 36-inch cylinder steam-engine and boiler, the lifts of pumps, pitwork, crusher, cobbing machine, stamps, capstan, shears, with all the buildings, and various necessary sundries. The auctioneer stated that the mines had been opened to their present extent, and various useful works effected, which would facilitate future operations, at a cost, since 1851, of upwards of 15,000*l.*; that a dividend of 1200*l.* had been paid within the last twelve months; and that persons conversant with mining considered the prospects, with spirited prosecution, favourable to future success. The first bidding was 200*l.*, the subsequent ones increasing by 10*l.* and 20*l.* each, confined to two gentlemen, and the offers in about half an hour reached 1005*l.*; and after a lapse of some minutes, the property was knocked down to the purchaser for 1010*l.* This amount, we regret to say, will not by a considerable sum cover liabilities, which are between 2000*l.* and 3000*l.*; the deficiency will, of course, fall on the shareholders.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN BIRMINGHAM.]

Dec. 21.—All the reports received here from the districts during the week concur in representing the Iron Trade as being, comparatively, in a state of abeyance; unless for absolute immediate wants, very few if any orders are being given out, and for this suspension three causes are assigned. First, the state of the American market, which leaves our order books for iron blank; secondly, the usual unwillingness to increase accounts on the eve of quarter-day; and, thirdly, the certainty that a reduction in price will be declared on the 28th inst., with an uncertainty as to the amount. The state of the American market has been a source of considerable uneasiness for some time past, and the accounts received here during the present week are not calculated to inspire hopes for the future. Scarce an order has arrived by the *Albion*, the letters of which were delivered here this evening, and this is not what we had reason to expect, inasmuch as it is known that offers of a considerable abatement were sent out several weeks ago, in anticipation of a reduction at the forthcoming preliminary meeting. It would seem, however, as if the offer of a reduction of 20s. per ton only suggested the probability of a still greater drop, and has led to increased caution in ordering. From whatever cause it proceeds, the fact is that the American buyers will not purchase now at any price, and there is nothing to be expected for the trade from that quarter until prices are definitely settled at the meeting next week. By some it is thought the reduction will be 40s. per ton, and that less will not meet the present state of the trade; whilst the leading houses repudiate the idea of such a reduction, and contend that the state of the home market, including the present extraordinary demand for naval and military purposes, is such as to justify present prices, minus 20s. on the three leading articles. As the time, however, is now so short until the decision will be come to, speculation is useless, but if an opinion may be ventured, it is in favour of the lesser rather than the higher figures mentioned. A reduction of 40s. would necessitate a change in the labour market, which is now undesirable for many reasons; but 20s. might be accommodated between the pig-makers and the manufacturers, and without injury to either. The only difficulty, however, after all, will arise from our immense overgrown powers of production, and limited banking accommodation. The importation of ironstone into the mining districts of Worcestershire and South Staffordshire is very considerable, although it has not yet materially affected the price of local produce, which is quoted as follows:—New Mine white ironstone, 22s.; Gubbin, 23s., per ton. Owing to the reduction which has already been made by many small makers, it is very difficult, and, perhaps, rather unsafe, to give quotations, but bars are now quoted at from 9s. to 9s. 10s. per ton, and sheets in proportion; and, if rumour assuages, pig-iron may be had in any quantity at 4s. 4d. to 4s. 10s. per ton, and if these figures can be well sustained, they will not be ruinous, considering that the last quotations for Scotch pigs did not exceed 6s. 6d., buyers—a third less. There are at present some brick contracts about to be taken for iron. The Midland Railway Company are in want of 5000 tons of rails and 2000 tons of chairs, 3000 tons of fishing plates, 120 tons of bolts for same, 250 tons of chair spikes, and 15,000 elm keys. The Newcastle and Carlisle Railway Company require malleable iron, cast-iron tubes, chairs, castings, tubes for engines, &c. For the North-Eastern Company, wrought and cast-iron switches, chairs, &c., are wanted.

In concluding this notice of the iron trade, I may, perhaps, not inappropriately notice two patents which have been specified this week through Mr. Shaw, of Cannon-street. Mr. Charles Hargrave, of this town, has specified for an improvement in the manufacture of certain kinds of iron as are commonly called in commerce malleable iron—that is, such kinds of cast-iron as, after having been cast, are capable of being made malleable, or annealed, by being heated in contact with the iron ore called hematite, a peroxide of iron. The invention consists in the more economical production of the said cast-iron capable of being annealed. The inventor adds to malleable iron during the smelting a quantity of wrought iron scrap or cuttings, or wrought-iron in any other form, equal to about three times the quantity of the malleable iron; the wrought-iron acquires the properties of the malleable iron—that is, it becomes so fusible as to be readily cast, and capable of being annealed in contact with the iron ore hematite. Mr. Hargrave also claims producing malleable iron, or cast-iron, capable of being annealed, by adding wrought-iron to the ordinary malleable iron, either during or after the smelting of the same. Another improvement, no less interesting, has also been specified this week by Mr. John Mansfield, of Stoke, Staffordshire, in the manufacture of boilers. The invention consists in making the flue or flues passing through a steam boiler, through which the flame and heated air from the furnace pass, of a helical, or corkscrew-like form—that is, somewhat resembling the worm of a still. By making the flame and heated air pass through this tortuous channel, they are more effectually deprived of their heat. The inventor claims making the flue or flues of steam boilers of a helical, or corkscrew-like, form.

The Coal Trade continues brisk, owing to the increased demand for household purposes; and the price this week for best coal at the pits is 14s. per ton; lumps, 11s. 6d. to 12s. per ton. Inferior coal, for furnace work, is much lower than heretofore; many of the large iron-works are not on full time, and some of the furnaces having been blown out, the demand is not such as it was at the beginning of the quarter. There has been until very lately a great scarcity of water in the surrounding canals, and the coal-dealers and mineowners have experienced much inconvenience in consequence. There is now, however, an increased supply. In connection with the labour market throughout the whole of the mining district, it may be said to be either much relieved or injured by the activity of the recruiting sergeants. They are certainly picking up large bodies of young men weekly, and if any thing like the activity which prevailed last summer at the mines should return, with such a drain the deficiency would be seriously felt.

In the manufacture of naval and military stores the utmost activity continues. Large orders for boilers have been distributed amongst the makers at the Smethwick, Soho, and West Bromwich Works, and cannons, shot, and shells, in large quantities, continue to be made at the works I have already noticed in former letters.

The General Hardware Trade is dull. The orders are few, and the principal houses are preparing for stock-taking. Nearly every description of goods can be purchased at a reduction of from 2½ to 3 per cent. In the inferior Jewellery Trade a much larger reduction may be obtained, as that branch is exceedingly dull. On the whole, there is a marked difference in our commercial affairs and prospects between the present and the last Christmas quarter; and many causes, too patent to require further notice, have combined to produce these unfavourable results.

IRON AND COAL TRADES OF YORKSHIRE AND DERBYSHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

Dec. 22.—The Iron Market exhibits increased dullness, owing in some measure to the near approach of Christmas, and the consequent reluctance of merchants and consumers to make any addition to their stocks. There is less demand for iron generally, and shipments have fallen off considerably. Many of the railway companies are now advertising for stores of iron and locomotive materials, as well as for rails. The approaching quarterly meetings of the trade are looked forward to with considerable interest; and there appears no doubt that a reduction of 1s. per ton will be declared, which will, it is expected, lead to the giving out of orders that have been withheld, in anticipation of a decline in the value of iron; and there is every reason to expect that a more steady demand will be the result of such reduction, a reluctance being manifested by merchants to increase their stocks at present prices, although many of them have not sufficient for the requirements of their trade. The Scotch pig-iron market has manifested greater firmness recently, not having suffered a decline of more than 1s. per ton; and although little business is reported, there exists a greater degree of confidence in the article. Derbyshire pigs have also experienced a decline, but not to a great extent, as good mine iron is still in request in Staffordshire. The Sheffield trade must be reported flat, as it continues to suffer from the absence of American demand, as well as from the firm resolution of all buyers to restrict operations until the new year.

The statement of the deliveries of coal in London during November shows an increase in the quantity of 50 per cent., compared with the same month last year; and all apprehension as to the supplies of this article for the metropolis for the winter are now removed. The arrangements which are being made by the different railway companies for conveying the additional supplies of coals which many large collieries in the midland

counties have opened up will considerably augment the supply of coal to London, and we trust it will tend to cheapen it too. The coal merchants in Derbyshire complain of the difficulty they experience in effecting sales.

Derbyshire mining property continues in the ascendant, and the prospects of the different adventures are highly favourable. The Mill Town Lead Mining Company are about to put down an engine, and other machinery, for facilitating the works of the mine. Great results have been effected in lead mining during the present year, but greater achievements will be accomplished in the ensuing year. Indeed, the mineral wealth of Derbyshire is only just beginning to be developed. Its coal, iron, limestone, and clay resources, are inexhaustible; and it is only by the gradual introduction of the railway system into the very heart of the minerals of Derbyshire that those results can be brought about. We may give one grand instance in point. Before the introduction of a branch of the Midland Railway, from Amburgate to Matlock, the queen of the midland watering-places, the vast limestone resources of the locality were comparatively valueless for smelting purposes, solely because there was no mode of conveying the material to the place of consumption; but now, through the means of this branch railway, a communication has been established into the heart of the quarries themselves, and now limestone is being conveyed from Matlock into Staffordshire, and other iron districts, at the rate of about 50,000 tons per annum, for smelting purposes. The tracts of limestone in Derbyshire are of immense extent; and for this article alone the demand is increasing in an extraordinary degree. Another instance of the rising importance and value of the mineral wealth of Derbyshire may be found in the fact, that an entirely new branch of her mineral trade is springing up, by the enquiry for what is commonly known as Derbyshire marble. The convertibility of this material into mantelpieces, window-sills, and other articles required for the use and decoration of houses, and more particularly the beauty of them when completed, has created a demand for these things quite unexpected, and for which Derbyshire alone stands unrivalled, and remains without a competitor. This material is found in large, inexhaustible quantities. The diversity of forms into which it may be shaped, and fashioned, and beautified, are innumerable, and the extent to which the trade may be pursued, and the importance of it to Derbyshire, time alone will determine.

The martial spirit of the age is carrying vast bodies of men from the labour market to the battle field. The processes by which this is effected is somewhat ingenious and clever. Filled with ardour at the bravery and valour of the allied army, and imbued with a taste for military life, they enter the British army school—the militia—where they learn the rudiments of discipline; and being tired of firing blank cartridges on bleak commons, in the presence of idle and curious spectators, they volunteer into line regiments, and are steamed off to the seat of war, where "death or glory" awaits them.

We should not have digressed from a detail of commercial transactions, to which we may be said to be especially confined, were it not that the mineral districts, above all others, are seriously affected by the continued drain upon the labour market by the recruiting system. In the northern coal districts the scarcity of miners is such, that persons have been sent (very injudiciously and unfairly, we think) to other mining localities to seek for and engage miners. Last week a large number of miners migrated from the Barnsley coal-fields to Durham, and other places in that locality. This movement having resulted from the visit of one or two hiring agents, who assured the men that they could earn from 6s. to 8s. per day. Some of those who were the first to go, have written to their friends, stating that the change has been far more favourable than they expected, and that the assurances of the agents have been more than realised.

STOCK, MINING, AND RAILWAY SHARES IN IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

Dec. 21.—The sales of ore this week at Swansea yield a pleasing return ere the half-yearly accounts are made to declare dividends. The following is the result of sales:—

	Tons.	Average price.	Amount.
Knockmahon	506	£14 2 7	£7,148 19 6
Berehaven	419	19 14 6	4,816 11 6
Ballymartagh	55	3 0 6	165 7 6
Holyford	31	21 13 0	674 3 0
Total	1,041	£12 6 0	£12,806 3 6

An amount like this, the produce of four mines, is unmistakable evidence of the importance to be attached to the mineral resources of Ireland. Knockmahon ores give an average price of 14s. 2s. 7d. per ton; Berehaven, 19s. 14s. 6d. per ton; Ballymartagh, which is an exception, being a sulphur mine, and the sales of copper from which are few and far between—not to remark on the low produce—gives only 3s. 0s. 6d. per ton. Against this we may contrast Holyford Mine, the produce from which yielded 21s. 13s. per ton.

The Kenmare Mines, I am given to understand, were sold by auction on Thursday, and with the plant, 15 acres of fresh land, on which the buildings and surface works are constructed, with 36-in. cylinder engine—the mining rights being held in perpetuity, at 1-10th royalty—with some 70 fms. of pumps and pitwork, flat-roads, railway, crusher, cobbing machine, stamps, capstan, and shears, all went in "one fell swoop," for 1010s. What could the shareholders have been about to sacrifice a property, of which the machinery and appendages could not be replaced for nearly double the sum, at such a figure, the company being in debt 2000s., so that a call must inevitably be made? There was, doubtless, a move on the part of certain individuals, as it was stated in the catalogue that "the conditions of sale will be produced at the time of sale," and, as my informant tells me, it was not until the morning of sale that the conditions were printed; and these were sufficient to preclude any one from making a bid, from the stringent manner in which they were drawn, while a deposit of 25 per cent. was required instantly. However, it now appears the Kenmare and West of Ireland Mining Company is insolvent and defunct, the property having passed over to parties in Ireland, who, it is to be hoped, will look to the working of the mine, and not the shares.

One word as to your correspondent, Capt. Skimming; but I will let him down easy, as Othello's occupation may be said to be gone. He is very indulgent in his strain, blending your "Dublin Correspondent" and his "colleague;" but I must needs inform the learned captain that I have no colleague, feeling myself fully competent to the office I have undertaken, although at all times well-pleased with the assistance or information afforded by friends. I will not attempt to follow the learned captain, of whose abilities as a mining authority I must confess myself unable to express an opinion, and I believe I might say as much for all those on this side the Channel. As to his remarks with reference to Captain Thomas, whom he succeeded, but appears to have done nothing except making promises, I have nothing to say, as I presume that gentleman can answer for himself. One simple error as to his trifling computation may be solved in the fact, that the 45 tons of ore represented by his report as being raised by himself has turned out to be only 14 tons. Where did I get my information?—Query. Of Capt. Skimming I know nothing; I never met him, nor do I think it would be of any benefit to have a personal communication, while I shall take care to avoid consulting him, he having declined to reply to charges boldly put forward by Capt. Thomas.

Thus much for Kenmare. Now, Lackanore appears to have passed over into the hands, or management, of Messrs. John Taylor and Sons, and glad I am to find such to be the case. There will be honesty of management, economy of working, and no jobbing,—if I may judge from all I have heard of those gentlemen; while I regret to say that, as regards the original introduction of the scheme to the public, it throws discredit on the Irish and English schemers. The mine, there can be no doubt, is good in itself, but from the abstract of accounts forwarded, I am at a loss to understand the course heretofore pursued.

It would thus appear that of 20,000 shares of which the company was composed, only 2825 were taken up by the public, of which, at least one-third, I may say, were paid up in Dublin. Now, with one-seventh of the shares only subscribed for, 10,000 of the shares, or only one-half of the assumed capital, were taken by projectors or promoters; so that 7165 shares remain unappropriated. It would appear that loans from directors, and others, have been made to the extent of 832s. 3s. 1d. for which the mine is in default, while, according to the balance-sheet, upon the sale of ore, amounting to 1499s. 13s. 7d., the cost which has accrued is 4625s. 19s. 6d., and yet a dividend has been declared; while the ore raised, despite this expenditure, is set down as 923s. 9s. 4d. profit. The balance-sheet assumes as assets 7155s. for shares not issued, while the report suggests that these shares should be offered at 7s. per share, or about one-third the amount paid by the adventurers, while the promoters took to themselves 10,000s., and four-fifths of the capital of the

company and the mining operations. However, it is now in other hands, and I hope to see a much more clear and satisfactory account at the next meeting.

BAOW HESS.—It is reported that here active operations are in course, three horses being employed—two to work the wheel, and the third to draw the metal, &c., to the beach. When will these abuses cease? Exposure seems to effect little or no good; if a change does not take place, you shall have all particulars. It is really deplorable that men labouring to obtain the means of support for themselves and families should thus be treated. The returns from this mine, I have it on first-rate authority, are not likely to have any serious effect as regards depression in the price of copper.

MILN HEAD.—Nearly paying cost, the expenditure being small. KILBARRY.—This mine, it appears, is idle, but which is satisfactorily accounted for, there being no funds. IRISH CONSOLS.—Said to be improving, for which, there can be no doubt, there is plenty of room.

DIVIDENDS.—Here we cannot expect much in the way of returns until the machinery is at work.

LETTERS.—Shipping a cargo of barites. GLENMILL, CANNIVILLER, AND KILLIN.—These mines, it is reported, are about to be reorganised, and it is said that if the management be not also reorganised no good can arise. The purser, or clerk, is I understand, likely to be recalled, arrangements having been made to settle his "differences."

CONVULSIONS.—This concern is, I learn, likely to be started again. CONSUMERS.—From the best sources of information I regret to learn that, notwithstanding the heavy monthly outlay, very little indeed in the shape of returns has been the result, although there is a full and efficient local staff, consisting of director, purser, and mining captain, or agent, whose salaries cannot amount to much less than 30s. a month, while no produce is being brought to surface. I think this concern should be looked into. If I mistake not, the officers are the same as those of the Kenmare Mines, and some of the directors of which have the control or management. If I recollect right, this mine was formerly in the hands of an Irish company and disintegrated. Some 10,000s. or 15,000s. worth of ore was raised, when, I believe, only one agent was employed, possibly earning little more than one-third that now given to the staff.

CROCKHATTEN.—Here we have our engine at work, with a 40-fathom plunger-lift, for one pair of men—Ireland's economy under London management; the pay-day has been put off, and no ore raising. When will you open your eyes on your side the Channel. You have already got your purser, and I only regret that you have in any instance paid so "dear" for him, at the eleventh hour, acted like an ignorant fool. Here the directors have, at the meeting held on the 20th of November, the chairman stated, notwithstanding great exertion had been made to raise additional capital, that it had resulted in a complete failure—the balance was only 32s. in hand; one watchman was employed at the mines. The Irish Consols Mining Company had offered 300s. for the mine, plant, and machinery, as it stood, which the shareholders indignantly refused to accept, declaring they would rather sacrifice the whole of the property. The secretary, it appears, was dismissed, the furniture and other property given in charge to the committee, and the meeting adjourned sine die, with the understanding that means should be adopted to reconstitute the adventure, when the mining market is in a more favourable condition.

KILBARRICK, I understand, is looking well, but nothing new. NEWTONMARA is going on in its regular course; the last sale of 100 tons realised 12s. 13s. per ton.

COAL.—Not much to be said—the tide is anything but drained.

THE RAILWAY INTEREST—THE COAL TRADE.

The position which the coal trade has recently assumed, as a powerful feeder to the traffic of many of our railways, in connection with the coal fields of this country—the vast benefit which the railway system has conferred on the community of London, and the southern portion of the kingdom, as coal consumers, in keeping down and equalising the price of that indispensable commodity—and the vast general importance at which it has now arrived, will at the present moment render some remarks on the subject not uninteresting.

From some very useful and interesting statistics of railways, compiled by Mr. J. S. Yeats, it appears that the ordinary share capital on 94 railways in England and Wales, 6898 miles in length, was 123,556,000l., paying in dividends and rents, each half-year, 2,017,039l. or 3s. 5s. 3d. per cent. per annum. The preference share capital, 25,588,888l.; half-yearly dividends, 563,988l. or 4s. 11s. 1d. per cent. per annum. The capital of leased lines amounted to 22,934,512s.; half-yearly rent, 546,223s. or 4l. 15s. 3d. per cent. per annum; making the total amount, 172,079,404l.; dividends and rents, 3,127,250s. or 3s. 12s. 8d. per cent. per annum. On 22 railways in Scotland, 1017 miles, the capital is 15,655,059l.; the preference dividends, 172,284l. or 2s. 4s. per cent. per annum. The preference shares amounted to 3,188,274l.; half-yearly dividend, 71,284l. or 4s. 9s. 5d. per cent. per annum. The leased lines, 2,472,166l.; half-yearly rent, 65,659l. or 4l. 10s. 0d. per cent. per annum; making a total of 21,315,489l.; and the return for the half-year, 299,277l. or 2l. 16s. 11d. per cent. per annum. The 19 lines in Ireland, 821½ miles in length, have a capital of 9,817,014s., with a return of 187,449s. or 3s. 16s. 4½d. per cent. per annum.

There are 135 railways in the United Kingdom, 7736½ miles in length, with a share capital of 293,211,907l., paying half-yearly dividends to the amount of 3,613,920s. or 3s. 11s. 1½d. per cent. per annum. Mortgage and loans, 68,970,180s.; half-yearly interest, 1,466,606s. or 4l. 1s. 6½d. per cent. per annum; making the capital 272,182,987s., and the dividends, rents, and interest, half-yearly, 6,020,622s., averaging 3s. 13s. 9d. per cent., after paying all working expenses, rates, taxes, and passenger duty. The share capital receiving no dividends amounts to 21,719,862s., of which 15,390,580s. is in respect of 895 miles of railway in England and Wales; 5,346,699s. in 383 miles in Scotland; and 982,583s. in 164½ miles in Ireland. These lines for England and Wales, Scotland, and Ireland, cost respectively 38,909s., 29,269s., and 15,325s. per mile.

These returns show that in round numbers we have in this country not less than 300,000,000l. invested in railways; an immense sum, when we consider that the whole has been raised in a quarter of a century for one specific object; and of the commercial commodities forming the necessary traffic to pay the interest on this gigantic capital, coal will be found to constitute a very considerable item. Its production in Great Britain, in 1845, was 31,500,000 tons, and is now probably near 40,000,000 tons, of which 4,000,000 tons find a market in London alone. The railways terminating on the northern side of the Thames—the London and North Western, the Great Western, the Eastern Counties, and more particularly the Great Northern—have all become large coal distributors, while those on its southern side act as purveyors to the population of the southern counties. The beneficial effects of this railway traffic in so indispensable a commodity as coal, has been marvellously exemplified in the course of the present year. During last winter, when the great railway companies had not yet prepared themselves for the increasing coal traffic which was advancing on them, the price of coals gradually rose, until in February they had reached upwards of 50s. per ton; but as the companies added to the necessary rolling stock, and established stations for the conveyance and storing coals, prices have gradually receded, and from the present and future prospects of the coal trade, there is every reason to hope that our markets will exhibit an equitable, equal, and little-varying price. The vastly increasing importance of this traffic may be estimated by its monthly increase, of which we need but instance the two last returns. For 10 months to end October, the increase over the corresponding period of 1853 was 261,245 tons; and for 11 months, to the end of November, over the corresponding period of 1853, it amounted to 286,360 tons.

The coal trade furnishes a very considerable portion of profitable traffic to all our northern and midland railways, and also those in Wales, and the West of England; and more than one project is now on foot for further development of the mineral resources of the principality.

In another place will be found notices of the Rhymney Railway Company and the South Wales and Southampton Railway; while another company has been formed for the construction of a short line for the transit of the valuable minerals known to exist in the Taff Bargoed Valley. In each of these cases coal will form a prominent feature of profitable traffic; while each will, in the particular localities with which it is connected, prove the means of increasing the value of land, of facilitating the conveyance of the produce to the best markets, and to districts where it is much required, add to public convenience and comfort, and at the same time secure profitable returns to the shareholders.

COAL MINES.—In the House of Commons, on Tuesday, in answer to a question by Mr. Hutchins, Mr. Fitzroy said that a bill for the prevention of accidents in coal mines was in preparation, and would be introduced soon after the Christmas holidays.

PRODUCTS FROM COAL.—Mr. W. Little, of the Strand, has taken out a patent for distilling products from coal and other bituminous substances, by bringing in contact therewith highly heated gases, arising from the decomposition of sulphuric acid through fire; such highly heated gases to be employed either alone or in conjunction with steam. The coals or other like substances are placed in a cylindrical chamber, having the floor, or bottom, formed of perforated tiles or iron plates, beneath which is a passage communicating with a furnace, in which a coke fire is kept burning. From the top of the coal chamber a pipe leads to a condenser, which may be in the form of a still-works, or other arrangement, which can be kept cool by water, and from them to a flue. A steam pipe passes through the coke fire in a boiler, by which, by means of a stop-cock, any quantity of steam can be admitted as desired. By this arrangement it will at once be seen that the distillation will depend on the heated products from the fire, or from the steam; by it the degree of speed in distillation may be varied, and the operations stimulated or retarded at pleasure.

COPPER MINING IN AMERICA.

REMARKS ON THE COPPER DISTRICTS OF POLK COUNTY, STATE OF TENNESSEE, UNITED STATES OF AMERICA, AND THE ADJOINING DISTRICTS OF GEORGIA AND NORTH CAROLINA, BEING A CONTINUATION OF THE SAME VEINS AS WORKED IN POLK COUNTY.

The mines of Polk county were commenced about three years since, and their present yield of copper ores is about 2000 tons per month; of from 12 to 42 per cent. of copper, which is chiefly sold to the smelters of New York, Boston, and Baltimore, and is shipped to those places from the port of Savannah, in Georgia, distant from the mines about 417 miles. A railroad extends from Savannah, at present, to within 38 miles of the mines, and a charter has been obtained, by which the railway will be extended to the mines in 1855; when this is accomplished, the mines will be in a position to ship 8000 tons of first-class ores per month, and, in addition, a large quantity of ores of a lower ley. The mines now producing are called—Cherokee, Tennessee, Highwassee, London, East Tennessee, Polk County, Callaway, Eureka, and Isabella. Many other very promising mines are now being opened, and the proprietors being principally persons of wealth, a sound mining system is being introduced into the district (except in one or two trifling concerns), the leading proprietors having placed their mines under the direction, practically, of Mr. Julius Raht, a German gentleman, who was brought up at Freiberg. He is assisted by the following Cornish mine captains, all, I believe, persons of sound experience and qualifications—viz., Captains T. Oram, F. P. Oram, J. Tonkin, and others. The financial and commercial affairs of the mines being chiefly under the direction of Mr. Samuel Congdon, who is one of the chief proprietors of the mines in operation, and resident there with his family. A number of Cornish miners are employed, who, with their families, amount to about 200 persons, I believe. The mines give employment to a number of native labourers, whose wages, according to their capacities for the various classes of work, range from \$16 per month; Cornish miners, of steady habits, get \$40 per month; board and lodging costs about \$5 per month. The climate is mild, being situated in the 35th parallel of latitude. The district of Polk County is situated in the extreme south-east corner of the State of Tennessee, and bounded by those of Georgia and North Carolina, into both of which the veins of copper extend, and are now being proved with every prospect of success in the adjoining states. Some very beautiful specimens of the ores of the district are to be seen at the Museum of Practical Geology, in Jermyn-street, and at the Crystal Palace, Sydenham. The prevailing classes of ore at the mines are the oxides, black and red, with yellow and grey sulphurets of copper; and the prevailing strata of the district mica slate and gneiss, with chlorite and quartz—known as the primitive and lower Silurian formations. The copper interest of this country having in a great measure lately become interested in this productive district, we may, I think, depend that it will now be developed with all the vigour requisite for such a purpose.

The course of the veins in north-east and south-west, parallel to and among the spurs of the Alleghany Mountains; and the veins take the direction of the cleavage, or strata, in all cases; and their dip, or underlay, which is about 18 inches per fathom, is the same as, and governed by, the dip of the rocks composing the formation. About four years since, this portion of the State of Tennessee was obtained from the Cherokee Indians (whose territory it had previously been), in exchange for extensive hunting lands in the Far West, given to the Indian tribes by the United States Government. On these Red tribes leaving, it soon began to be occupied by the ever forward white man, extending his possessions into the haunts of barbarism. Among the first settlers, report says, was an old but rather dissipated Cornish miner. This at once explains the early finding of copper ore, as its discovery is dated to the old miner; and the present very productive mines are the result of such early discoveries. These lands, I believe, were sold by the State of Tennessee at the rate of 100 acres for \$1; while, since that period, a single mine of the district, called Eureka, comprising 160 acres only, was sold for \$280,000; and several others have realised sums, I am told, quite as high, and parties deem themselves fortunate in getting them at such prices.

The occurrence of the principal veins, of which there are several, all being of a like character, are marked by a very distinct outcrop of gossan, raised above the ordinary level of the surface about 2 feet on an average; and the depth at which ore is reached depends very much on the undulations of the surface: in the valleys, the black ore is found even to reach up into, and to form the bed of, the small currents which flow in valleys, at right angles with the veins; while on the hills it is necessary to sink some 70 or 80 feet to reach the copper, the level of which is, in a great measure, dependant on the line of water-level of the district; the black oxide of copper having been decomposed from copper pyrites held in the hydrated oxide of iron above it. The black ore is of two classes—porous and compact, at the limit of decomposition and water-level. Where the black ore is of the porous character, there exists under it, for a few feet in depth, a layer of compact "arseniate of iron," holding copper pyrites; this arseniate (undoubtedly the former mineraliser of the ore) terminates in a distinct vein of yellow and grey copper ore of great richness, which holds good in depth, and its value increases as it deepens. In the other case, where the ore—that is, the black ore—is in form and substance compact, it merges into the yellow or grey ores, without the intervention of the arseniate of iron, before named. The breadth of the chief veins are about 4 feet, and this enormous width holds good for several miles in length; and in one case, that of Isabella, the vein is over 300 feet wide. To my knowledge, \$2,000,000 was refused for this mine.

Veins of this description of copper exist to a considerable amount in Chili; and these of Namaqualand are not unlike them, from the descriptions which have reached this country. It seems, however, desirable that some great discoveries of copper be made, so that a supply be obtained for the growing commercial wants of the world. The falling off in the importations of foreign ore at Swansea is a matter for grave consideration to the mercantile interests, or the copper world, at least: we need a great increase in the supply of this metal, or its price will soon be enormous.

These remarks will give you some general idea of the Tennessee copper district in the United States of America; they are the result of observations I made there during the past summer, and may not be uninteresting to the readers of the *Mining Journal*.

GEOLOGY OF IRELAND.—At the Museum of Irish Industry, on the 11th instant, Professor Jukes delivered a lecture, forming one of the series of the course on geology. We hope upon a future occasion to furnish abstracts of the lectures delivered, but in their absence must content ourselves with rendering a brief abstract, from notes hastily made, regretting, as we do, that we cannot convey to our readers the fluent and happy style of the learned lecturer, which gave evident pleasure and satisfaction to a crowded auditory. According to the professor's opinion, Ireland, or a great portion of it, was at no very distant period submerged in the ocean, and in support of the opinion so entertained he expressed his conviction that such had been the case, arising from the evidence to which he should call the attention of the meeting. He (the learned professor) observed, on the curious phenomenon that in the Cornish beds of marl which stretch from Dublin along the Wexford coast, as far as Cork, are found large quantities of shells, which are only peculiar to more northern localities; and furthermore, that huge blocks of granite are found resting upon these marl beds, forming isolated exceptions to the neighbouring stratifications. He gave as a reason for this singularity, that streams flowing from melted snow on the Norway mountains freeze, and become converted into glaciers, which are subsequently carried down the valleys towards the ocean (bearing with them large portions of rock, which are broken off by the expansion caused by the freezing of the melted snow), and, accumulating in their passage, form icebergs, which drift on the ocean, until meeting with rocks they are tossed upon them, and broken on their surface. "Now," as it had been clearly ascertained that icebergs have been seen on the coast of Ireland, he would assume that to this cause was the phenomenon attributable; and considered, from the circumstance of these stones lying so much greater a height than the sea reaches at the present day, that portions of the land must have been submerged. Having described the principle of Arctian geology, he concluded his interesting lecture by demonstrating how useful the study of geology is to the agriculturist, in detecting pervious from impervious subsoils.

THE GREAT AND EAST SORTEDIDGE CONSOLS.—Those acts adjoining each other, and in contiguity with Sortridge Consols, West Sortridge, and North Wheel Robert, which have recently, from their favourable prospects and the valuable discoveries made in them, almost exclusively occupied the attention of the mining enterprise of that part of Devon in which they are situated, but fair to rank amongst the first mining undertakings of the day. Geologically speaking, the miner has everything here to warrant his entertaining the highest expectations of success. The strata lying near the granite range, and the junction of granite and killas, are highly mineralised. The lodes in the strata, running about 10 degrees north of west, are of great width, and are traversed by several cross-courses of great promise. The workings at present at the Great Sortridge are restricted to sinking a shaft, which it is calculated will cut the lode at about 25 fms., and of which only 5 fms. have been sunk; although, exhibiting in its course such appearance as altogether, judging from analogy, to deprive the undertaking of its being a speculation; indeed, the discoveries made in sinking the shaft on Saturday last have caused several of the first mining architects of the West to acknowledge it to be one of the most promising undertakings they have seen. An engine is in the course of construction, which, as soon as it can be erected, will cause the workings to proceed with great vigour.

STATISTICS OF COAL AND METALS.

The great and increasing demand for coal in all parts of the civilised world, arising out of a continuous increase of population, the vast extension of manufactures in which the wonder-working steam-engine is employed, and the rapid augmentation in the number of vessels engaged in steam navigation, becomes a matter of serious importance. Our Journal has recently contained some valuable papers, and considerable discussion, on the search for coal beneath the secondary series of strata; and statisticians, geologists, and practical miners, have devoted much time and experience in diffusing information on this interesting subject. We have now before us the second edition of *Statistics of Coal*, by the late Richard Cowling Taylor, F.G.S., Member of the American Philosophical Society, &c., revised, and brought down to 1854, by Mr. S. S. Haldeman, the first edition of which was printed in 1848, and noticed by us at the time. This publication has principally arisen out of materials collected by the distinguished author previous to his decease, which took place in 1851, in his 62d year, and a large amount of additional matter has been inserted from accessible sources upon Coal, Iron, and Commercial Statistics. It also includes every information on mineral bituminous substances employed in the arts and manufactures, with their geological and geographical distribution, the production and consumption of the American continent, with interesting statistics of the iron manufacture.

Notwithstanding the principal bituminous coal fields of America occupy an area of 133,132 square miles, extending over nearly one-fourth the surface of twelve States—Alabama, Georgia, Tennessee, Kentucky, Virginia, Maryland, Ohio, Indiana, Illinois, Pennsylvania, Michigan, and Missouri, or one-seventeenth of the entire area of the States, the coal trade may be said to be yet in its infancy, but promises rapid progress in future. The only countries from which coal is imported into the United States are Great Britain and British America. For a time there was an increasing foreign importation, from 22,123 tons, in 1821, to 181,551 tons in 1839. By the operation of the American tariff this advance was checked, and a retrograde movement produced, for, in 1843, the amount was only 41,163 tons. In 1847, the importations amounted to 148,021 tons, of which 12,000 to 15,000 tons were re-exported. In 1850, the imports were 180,439 tons; and, in 1853, 231,508 tons. The annual production of the six principal coal-producing countries in the world is given, for 1853, as follows:—Great Britain, 31,500,000 tons; Belgium, 4,960,077 tons; United States, 2,650,000 tons of anthracite, and 1,750,000 bituminous; France, 4,141,617 tons; Prussia, 3,500,000 tons; and Austria, 700,000 tons. The trade of the United States in anthracite, which is a production almost solely of Pennsylvania, commenced with 365 tons in 1820, reached 48,047 tons in 1830, was increased in 1837 to 881,026 tons, and advanced to 3,000,000 tons in 1847, without including much that is consumed on the spot, in the mining districts, or in the interior of the country.

The annual production of all the gold and silver mines of North and South America was estimated by Baron Humboldt at 9,243,000z, since reduced, leaving out the production of California, to 5,000,000z; while the value of the coal produced in Great Britain alone is computed at 10,000,000z at the pit's mouth, and from 15,000,000z to 20,000,000z at the place of consumption; and the value of the iron brought into a manufactured state through the agency of this fuel is 17,000,000z more. The superior character and condition of the inhabitants of coal-producing countries, especially since the introduction of steam-power, as compared with the people of the southern and tropical climates, is particularly remarkable; while the industry, activity, moral culture, and intelligence, concentrated around any of the great depositories of coal and iron in the temperate regions, have no parallel in those countries from which such treasures have been withheld. The production of iron in the several European and the United States is given for 1845, the latest year in which a series of contemporary returns could be obtained; they are as follows:—

Country	Tons	Value
Great Britain	2,300,000	150,000
Austria	502,000	150,000
United States	502,000	150,000
France	448,000	145,000
Sweden	448,000	145,000
Russia	400,000	20,000
Spain	300,000	20,000
Prussian Zollverein	300,000	20,000
Other European countries	300,000	20,000

making a total of 4,411,000 tons. The make of iron in Great Britain, in 1853, had reached 2,700,000 tons; and, probably, this year will exceed 3,000,000 tons.

Our space will not allow us to go at further length into the voluminous details of this valuable work, but merely to recapitulate the several heads of the subjects embraced in it; these combine extensive information on the mercantile marine of various countries, statistics of railroads, currency and commerce, weights and measures, coal mining, safety-lamps and ventilation, mineral and fossil geology of the various coal fields, the peat and iron deposits of Europe and America, accidents in mines, and the electric telegraph. The latter division of the work comprises a full description of each individual coal field in Europe and America, with analytical tables of every sample of coal which has been assayed from each. The volume is undoubtedly one of great importance to all connected with the coal and iron trade and manufactures, and is well deserving a favourable appreciation by the public, and to take its place in every scientific library as a standard work of reference up to the period of its publication.

Our author, who was born at Hinton, in Suffolk, January 18th, 1789, was the third son of Samuel Taylor, of New Buckenham, Norfolk, and a descendant of the famous Dr. John Taylor, the author of the *Hebrew Concordance*. His brothers and cousins have all been distinguished by their great literary and scientific attainments. His younger brother, Edgar, was a distinguished member of the legal profession in London, and an accomplished scholar. He was the author of several works, and remarkable for his learned reviews, published in the most prominent periodicals of Great Britain. His cousin, Richard Taylor, is well known as connected with various learned bodies, and the *Philosophical Magazine*, which has been a leading scientific publication in England for more than a quarter of a century; and Philip, and John Taylor and Sons, are well known to our readers as highly distinguished mining engineers in this country.

THE BLOW-PIPE IN METALLURGY AND MINERALOGY.

The science of chemical analysis, as applied to the investigation into the character of metallic ores, and other minerals, requires very great care and attention in manipulation, and many instrumental appliances to produce correct results; and among these the blow-pipe ranks as a most important agent in ascertaining the component parts of a substance. This instrument was long employed in the arts before the idea was conceived of applying it to chemical experiments for analysis in what is termed the "dry way;" but has now become an indispensable agent in the hands of every operator. We have before us a treatise on the use of this instrument, by Professor Plattner, Assay Master of the Royal Freiberg Smelting-Works, translated, revised, and extended by Dr. Sheridan Masparratt, of the Royal College of Chemistry, Liverpool, who informs us in his preface that the interest excited in this country and America by the two former editions of this work, which have been noticed in our columns, and the high eulogiums which have been bestowed upon it by distinguished scientific men at home and abroad, all concurring in the opinion that the information and appliances it contains are most essential to the chemist, geologist, metallurgist, mineralogist, metallurgist, and agriculturist, have induced the call for a third edition. In preparing which the English author has endeavoured to render it deserving of a continuance of the favour with which the previous ones were received. The subject of each chapter has been carefully reconsidered, and in several instances the matter almost entirely re-written. Many new drawings of apparatus have been introduced, so that the results of the numerous valuable researches in chemistry, which have been added to science in the last few years, will be found incorporated in their proper places, with as much detail as was due to their respective importance. At the present time, this work is a standard for reference in every laboratory in Europe and America, while many copies have found their way to Australia.

We are told by Bergman that the first person who applied the blow-pipe to chemical research was Andrew von Swab, a Swedish metallurgist, and Counsellor of the College of Mines, about 1733. Cronstedt, the founder of mineralogy, used the blow-pipe to distinguish mineral substances by means of fusible reagents, and carried it to a degree of perfection which could only result from persevering industry. Von Swab, Assay Master of the Royal Freiberg Smelting-Works, with a treatise on the blow-pipe, which was translated and published in Swedish in 1773. It attracted the general attention of chemists and mineralogists to the use of the instrument; but at first little advantage was gained, beyond ascertaining the fusibility of substances, and their solubility in borax. Bergman went further than Cronstedt, and extended the use of the blow-pipe to the field of inorganic chemistry. On account of his health, he was assisted by Gahn, who particularly applied himself to the use of the blow-pipe in his mineralogical studies. Long before the question was started, whether the ashes of vegetables contained copper, Bergman saw him many times extract by this instrument from a quarter of a sheet of burnt paper distinct particles of metallic copper. He has been followed by Saussure, Harkort, Plattner, and Masparratt; but it is to the diligence and ingenuity of the two latter—the German author of this dissertation, and its English translator, that the quantitative determinations by the blow-pipe owe their present astonishing exactness and simplicity.

The treatise under notice must prove of the utmost value to the student, enabling a mere beginner to discover the presence of all the metals, and various other substances. "The Use of the Blow-Pipe in the Qualitative and Quantitative Examination of Minerals, Ores, Furnace Products, and other Metallic Compounds." By Professor Plattner, Assay Master of the Royal Freiberg Smelting-Works; and Dr. Sheridan Masparratt, F.R.S., M.R.I.A., Reader and Principal of the Royal College of Chemistry, Liverpool. London: John Churchill.

stances; while to the skilful operator it gives the means infallibly to prove the presence of almost any of the simple elements. To a full description of the various forms of blow-pipe used, with manipulating apparatus, are added those of reagents, special and general; the practice of qualitative and quantitative analysis; blow-pipe tables; on the composition of the alkalies, earths, metallic oxides, and acids; phenomena presented by the sublimate of metals; examination of minerals, ores, and rocks, on matters of operations; of various compounds; of a convenient and useful blowing apparatus for quantitative analysis; assays of the precious metals; the copper assay; behaviour of the urinary calculi before the blow-pipe, with a full and complete table of atomic weights. The volume is got up in the best manner, and is deserving a place in every laboratory and scientific library.

WEEKLY LIST OF NEW PATENTS.

WEEKLY LIST OF PATENTS SEALED.

P. A. le Comte de Fontaine-Moreau: Wrought-iron wheels.—T. Staunton: Motive-power.—A. Y. Newton: Furnaces.—Sir J. C. Anderson, Bart.: Economical railway.—W. Taylor: Furnaces.—E. and J. Rowland: Pistons.—J. Arrowsmith: Construction of forts, floating batteries, &c.—B. C. Witty: Artificial light.—R. Hrew: Voltaic battery.—D. Bazaine: Common-road railway.—J. Bidden: Prevention of smoke.—A. E. L. Belford: Combustible gas.—H. Strong: Prevention of smoke.—E. H. Bental: Locomotives.—D. Collet: Transmitting power.—J. H. Johnson: Electric telegraphs.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.

G. H. Byerley, Paris—Improvements in machinery for the manufacture of bricks, tiles, quarries, tubes, and other such like articles.
A. F. Price, Margate—Improvements in the treatment of certain alloys of tin; also improvements in the purification of tin, and in obtaining useful products arising from purification.
T. I. Dimsdale, Hadley—Improvement in the manufacture of gas for lighting and heating purposes.
J. Bouvet, Paris—Improved suction apparatus for pumping and exhausting purgation.
J. Shanks, St. Helens—Improved mode of manufacturing sulphuric acid.
T. Elliott, Manchester—Improvements in safety valves, and apparatus connected therewith, which valves may also be used as steam valves.
C. Sewell, Longton-grove, Sydenham—Improvement in spring hinges for doors and gates.
J. B. Dechanet, and A. D. Sisco, Paris—Improvements in the construction of rail-iron, Boulton, Coppice-row, Clerkenwell—Improvements in dry gas meters.
T. Sheriff, Glasgow—Improvements in moulding or shaping metals.
G. A. S. and C. W. Fogg, Massachusetts—Improved brake apparatus for railway carriages.
C. Mather, Salford Iron Works, Manchester—Improvements in machinery for boring in the earth, and for actuating a hammer for driving tubes into the earth, and other uses.
F. C. Warlich, Suffolk-street—Improvements in generating steam.

IMPROVED SCREW PROPELLING ENGINES.—Mr. Salter, of the City-road, has taken out a patent for a new arrangement of steam-engine, particularly adapted for screw propeller navigation. It may be considered a semi-rotary, reciprocating engine, having two curved cylinders—the pistons of which at every stroke travel over a segment of a circle; and the piston-rods being connected by toggle joints to the crank on the screw propeller shaft, each revolution is effected with a minimum amount of friction. The valves are so arranged that the induction port opens very small, allowing the injection only of a puff of steam; while at the end of the stroke the exhaust valve opens to the fullest extent, giving instantaneous freedom to the return stroke of the piston. These engines are very powerful, work with much ease, economical in the consumption of fuel, and at usual speed give a rotatory velocity to the propeller of 130 revolutions per minute. One of them may be seen in operation on slate-cutting machinery at Mr. Jones's Slate Works, Warr-road, City-road, where the patentees may be found. A pair of engines have been already constructed; and measures are being taken for the construction of a suitable barge, fully to test the propelling powers. A good opportunity will now shortly present itself for this purpose, as the Regent's Canal Company offer premiums for steam-tug boats—a trial of which will take place immediately after the last June next. The principal feature in the boats for trial must be strength, capability for hauling purposes, and calculated for heavy use; they will be required to draw three barges, laden with 80 tons each; and simplicity and economy will be considered in the award. The engine under notice is most completely adapted for such purpose, combining, in an extraordinary degree, the requisite features of strength, power, speed, and safety.

THE LIGHTNING PROJECTILE.—In our remarks, in the *Mining Journal* of the 9th inst., on various machines for propelling destructive missiles, as peculiarly applicable to the war in which we are at present engaged, we briefly alluded to an ingenious suggestion of Mr. Andrew Smith, C.E., for employing oxygen and hydrogen gases, produced from the decomposition of water by galvanic electricity, the projectile force from the combustion of which is nearly double that of gunpowder. We have since seen a model of a gun on this principle, for the projection of heavy missiles, which differs little from Perkins's steam-gun in the arrangement for inserting the balls. The generation of the electric gases takes place in a chamber beneath, the retreating propelling force being admitted intermittently behind each ball by means of a valve, the whole being contained in the compass of the carriage of an ordinary ship's gun, or battering cannon, and but little exceeding them in weight. We are not yet in possession of any results derived from actual experiment with Mr. Smith's gun, but on such having taken place, and its powers tested, we may again return to the subject.

AMALGAMATING MACHINERY.—Mr. Halsey's apparatus for reducing and amalgamating gold ores will be ready for operating immediately after the Christmas holidays. A model of the machine may be seen at No. 4, Norfolk-street, Strand.

RAILWAYS.—Mr. Fontaine-Moreau, of Finsbury, has patented some improvements in connecting the permanent rails of railways. The inventor employs, in place of a wooden key, a cast-iron fish, which is kept in its place in the chair by a key, interposed between the chair and the fish. One side of the fish is made to fit exactly against the rail, so as to press against and support it; and the other side next to the chair is grooved out, so as to allow the key to fit in between it and the chair.

HYDRAULIC WHEELS.—Mr. W. England, engineer, Dudley, has patented some improvements in pneumatic and hydraulic wheels and fans. The inventor employs fans similar to those used for blast furnaces, and wheels similar to those employed in mass preheaters, the principle in the use of both being, that by means of the improved apparatus a uniform current of air is maintained by the fan, without producing even a partial vacuum; and when used for hydraulic purposes, its action is direct upon the whole column of water presented to the fans or paddles.

CAST METAL PIPES.—Mr. R. Croeland, Wm. Holiday, and J. Heaton, engineers, have patented an invention, which consists in so arranging and combining apparatus employed in the manufacture of cast metal pipes and tubes, that a number of moulding boxes may be supported upon a rotating or other traversing carriage, in order that the successive operations may be simultaneously performed with different moulding boxes of the series.

PIPES.—Mr. Michael Scott, C.E., of Great George-street, Westminster, has patented a method of joining or connecting pipes, by forming broad junction flanges, which come together, and are bolted round the outer parts only, so that when expansion or contraction takes place there may be sufficient elasticity in the broad flanges to allow it to act without injuring the joints.

IMPROVEMENTS IN PURIFYING AND REGULATING THE SUPPLY OF GAS.—Mr. John Chisholm, of Holloway, has recently patented an improved means of manipulation in the purification of gas, consisting in combining the peculiar red ochre substances found mixed with peat and its subsoil, with hydrate of lime, or the mixed hydrates of lime and magnesia, obtained from magnesian limestone, and employing it in the dry gas purifier. This red earthy substance is composed chiefly of the oxides of iron and manganese, and it is principally to these metallic matters that the purifying agency of the compound is due; and, therefore, the greater the quantity of these oxides, the better it is for the purpose; and when in such greater proportion, the greater must be the amount of lime and magnesia used. The patentee prefers to employ three parts by weight of metallic matters in this earthy substance to one part of lime. In lieu of this peat ochre, a substitute may be found in the fine red sandy gravel so generally distributed about London, Rugby, the neighbourhood of chalk beds, and other places, and in the phosphates and sub-phosphates of iron, common in boggy districts. Any of these substances, when they have ceased to purify the gas from sulphuretted hydrogen, and other impurities, may have their powers again restored by forcing through them a current of atmospheric air, or even by mere exposure to air for a sufficient time, when they may be employed over and over again many times in succession.

A patent has recently been obtained by Mr. David Hulet, of High Holborn, for an apparatus for regulating the supply of gas to the burners, consisting of a cast-iron vessel, with inlet and outlet passages, for the admission and emission of the gas. The inlet passage is covered by a valve—the edge of which dips into a grooved containing mercury, rendering it perfectly gas-tight, without impeding the motion of the valve, which moves with the slightest pressure. It is attached by a rod to a short cylinder—the lower part of which is open, and also dips into mercury. This cylinder covers and surrounds the inlet, and, as the gas flows through it, exerts an upward pressure, which adjusts the supply. If the pressure is increased, the cylinder rises and closes the valve; and as the gas is consumed, the cylinder falls and opens the valve.

Messrs. W. and J. Clibran, of Manchester, have also patented an apparatus for a similar purpose, in which the regulation is effected by a slide, or disc valve, formed by two corresponding surfaces, placed together between the inlet from the main and the outlet to the burners. The supply is increased or diminished by the continuous opening and closing of the passages in this valve, which movement is effected by the variable pressure of the gas within a small gasometer, which, as it is greater or less, increases or diminishes the area of the supply passages, and thus regulates the supply to the burners.

NOVEL MACHINE FOR RAISING WATER AND DRAINING.—A machine for raising water has been invented by M. Piatt, and is now in course of trial at Port St. Nicholas, in France. A violent centrifugal motion is given to the water by a small steam-engine, and the water is then projected with great force to the height of 10 or 12 ft., through a cone-shaped vessel open at the top. It is expected to be of great use in draining wet lands, on which there is no natural fall for the water.

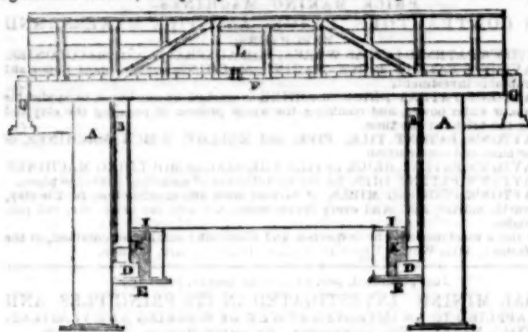
Among recent American inventions, we learn that Mr. Barlow, of Lexington, Kentucky, has lately produced a cannon, the bore of which is a spiral octagon, and for which he has obtained letters patent.

PUBLIC CARRIAGES OF GREAT BRITAIN.—Mr. J. E. Bradfield, secretary to the Associated Metropolitan Hackney-Carriage Proprietors, has collated some most useful and interesting information on this subject, which has just been published by Piper, Stephenson, and Spence, Paternoster-row. The pamphlet comprises a glance at the rise, progress, struggles, and borings on railways, steam-vessels, omnibuses, stage-carriages, mail-coaches, and hackney-carriages, with an appendix, containing the report of the Committee of the House of Commons, against the taxation of internal conveyances. Our space will not permit us to enter at length on the subject, but we cannot much credit is due to the author for the industry and energy displayed in accumulating so many interesting and useful facts and details, and in producing a little brochure, which, while it will amuse many a leisure hour, will also be of great utility to all connected with the conveyance interest, as well as the general public.

The Westphalian Railway are inviting tenders for the supply of a large quantity of rolled rails.

RAILWAY BRIDGE BUILDING—IMPROVED CONSTRUCTION.

In the *Mining Journal* of the 2d inst. we briefly noticed a new mode of constructing bridges either over railways, common roads, canals, or rivers, patented by Mr. J. P. Baker, of Wolverhampton, with an intimation at a future period of going more into detail. We have since obtained copies of the specification and drawings, the accompanying diagram being a longitudinal section, and partly in elevation of a bridge across a railway.



The foundation is provided with squared timber, stone, or other material, D, of the required dimensions, according to the size of the bridge; these are built in the abutment walls, or piers, A, at right angles therewith, projecting the required distance in front of walls and trestles, on wrought or cast-iron plates, E, which form rests for the lifting jacks employed to raise the whole construction. Upon the retaining walls is embedded a wood frame, the space, K, left by the walls forming the receptacles for the trestles and the jacks when in use. They are planed over with loose planking, I, furnished with an iron ring and staple at each end, to facilitate removal. The trestle, B, is an usual composed of a frame of wood, or other material, having angular and other pieces inserted, the whole being bolted together with straight and angular wrought-iron straps. Upon the trestles are placed the girders, F, constructed of wood or iron, and extending over and upon the trestles and abutment walls, or piers. The platform, H, of the bridge consists of wood planking, or other suitable material, fastened down at each end of the platform, or that portion extending beyond the trestles, with iron plates, by vertical and horizontal bolts, so as to be easily removed, if required, at the time of lifting the bridge. The parapet, L, is constructed of wood, fastened or bolted together with iron bolts through the front girders, and boarded the entire length as usual.

At each end of the girders and platform, up to about the level of the latter, a 9 or 14-inch wall, G, is built across from one parapet to the other; the foundation is commenced about 18 in. below the top of the abutment wall; upon this wall a wood plank is embedded, in mortar, on a level with the platform, and nearly close up to it, thereby preventing the ballast, or other rubbish, from falling in between or among the girders, and consequently no preparatory process is required previous to the lifting process, excepting unjointing the rails. The bridge is fixed perfectly free, having no connection with any portion of the brick or masonry structure, but only with the trestles. It can, therefore, at a few minutes' notice be lifted from an inch to several feet if required, as the girders only bear slightly on the abutment walls. Each abutment wall is furnished with a strong wall-plate of timber, projecting at the ends on a level with the string course, and bolted down upon the walls with cross tie-pieces, spiked to the wall-plate. The parapet walls are built as usual, upon the string course. A guard of sheet-iron, about 3 ft. wide, is placed in front of the trestles, level with the permanent way, to prevent the hot coke from the engine fire-box igniting the trestles when coated with gas-tar, or other inflammable material. The claims are for the construction of bridges in such manner as to admit of easy access to the foundations, for the purpose of lifting; for the platform, girders, and parts in connection, being independent of the fixed masonry, so as to admit of the same being easily raised; and for the construction of such bridges, with the platform and girders overhanging the abutment walls, and prevent the ballast and rubbish from getting between and obstructing the means of lifting such bridges.

The arrangement of the patentee appears to us to possess many advantages; its easy application to existing bridges, at a trifling cost, where subsidence is daily taking place from mining or other subterranean displacement; its conduciveness to safety, where the slightest indication of danger presents itself; a saving of 75 per cent. in time and money, compared with existing bridges; and will prove invaluable to railway companies having lines passing over excavated or marshy districts.

IMPROVEMENTS IN CUPOLA FURNACES.—Messrs. W. Wright and George Brown, of Newcastle-upon-Tyne, Iron Founders, have taken out a patent for improved construction of cupolas, which plan is applicable to smelting and other furnaces. It may be said generally to relate to the construction and modification in various ways of cupolas, blast-furnaces, and apparatus for melting metals, or smelting metallic ores, securing greater economy in cost and rapidity of production. Instead of blowing the air into the mixed and melting contents of the cupola, or furnace, either cold or in a heated state, by passing through a separate apparatus, the improved furnace is so formed as to act as the heater of its own blast. The lower portion is formed with receiving chambers, so arranged that they may hold a mass of melted metal, which has descended from the body of the cupola, and thus act as the heating surface for the air supply. The cold air is first blown into these chambers, and being there heated, passes off in actual contact with the melting mass under treatment. There are four pipes connected with the central chamber, which quadruple current keeps up a constantly uniform air pressure in the chamber, from whence it escapes by four lateral arches.

EAST CROWDALE MINE.—TO BE SOLD, BY PRIVATE CONTRACT. A 56 in. PUMPING ENGINE, with boiler 10 tons, and tube for water 30 ft. long; water-wheel, almost new, 30 ft. by 3 ft. breast, cast-iron rings and sockets, with wrought-iron axle, with crusher and drawing machine, complete.

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|--|--|
| 1 11 ft. 13 in. plunger-pole, with stuffing-box and gland. | 1 6 ft. 13 in. flat-bottom windbore. |
| 1 10 ft. 12 in. plunger-pole, with stuffing-box and gland. | 5 matching-pieces, of different sizes. |
| 1 11 in. H-piece. | 49 ft. 8 in. pumps. |
| 1 13 in. H-piece. | 49 ft. 7 in. pumps. |
| 1 13 in. H-piece. | 14 ft. 7 in. windbore. |
| 1 9 ft. 13 in. do. | 14 ft. 8 in. windbore. |
| 1 9 ft. 13 in. do. | 14 ft. 6 in. windbore. |
| 1 9 ft. 13 in. do. | 14 ft. 7 in. do. |
| 1 9 ft. 13 in. do. | 13 ft. 7 in. do. |
| 1 9 ft. 13 in. do. | 13 ft. 7 in. H-piece. |
| 1 11 ft. 13 in. working-barrel. | 1 pair large yokes, for 15 in. lift. |
| 1 11 ft. 13 in. working-barrel. | A lot of blifter and gad steel. |
| 1 11 ft. 13 in. working-barrel. | Several sieves and barrows. |
| 1 8 1/2 ft. 13 in. plunger-case. | A quantity of timber and ladders, in lots. |
| 1 5 1/2 ft. 11 in. clock do. | Several good sheds. |
| 1 6 ft. 13 in. clock do. | A quantity of useful iron. |
| 1 8 ft. 14 in. flat-bottom windbore. | Staples and glands, &c. |
| 1 6 ft. 13 in. flat-bottom windbore. | A lot of new and old brass. |
| 2 9 ft. 13 in. sinking windbores. | |

Application to be made to Mr. EDWARD J. COLE, 2, New Broad-street, London; or Capt. LEAS, Horrabridge, near Tavistock, Devon.

LEAD MINES, NEAR HOLYWELL, FLINTSHIRE, NORTH WALES.—TO BE SOLD, BY PRIVATE TREATY. FIRST-CLASS LEAD WORKS, which have been worked for some years with very great success, the receipts having averaged from 60 to 80 tons of the purest lead per month; the royalty being £2 per ton. The shaft is upwards of 90 fms. deep. The works are replete with every convenience, with an unlimited supply of water. From the excellent position of the works, the character of the neighbourhood, and the inexhaustible and unusually rich vein of lead, they are second to none in the kingdom. For further particulars, and to treat, apply to THOMAS LLOYD, surveyor, &c., Sweeting-street, Liverpool.

LEAD MINE.—TO BE SOLD, THE HALF OF A NEWLY-DISCOVERED LEAD MINE, in a rising district. The mine has been opened a few months, and has already sold ore, and has some on hand. The natural advantages are very great; and the proprietors are only inclined to dispose of part of their interest from a disinclination to enter largely into the concern. None but respectable parties will be treated with, as it is a bona fide adventure. Full particulars will be given on application to "Galeus," *Mining Journal* office, 26, Fleet-street, London.

IMPORTANT COAL FIELD IN THE WEST RIDING OF YORKSHIRE.—TO BE LET, for a term of years, an important COAL FIELD, in the township of Airedale and Goss, within two miles of the town of Wakefield, and in the centre of the populous manufacturing district of the West Riding of Yorkshire, of the extent of about 1300 acres, containing the following well-known and highly valuable BEDS OF COAL, known as the Flockton Thick or Stone Coal, the Flockton Thin or Middleton Forty-yards Coal, and the Middleton Main Coal. Also, about 250 acres of the Gawthorpe Coal, and about 340 acres of the Haigh Moor Coal. The coal field has access by means of a tramroad with the Lancashire and Yorkshire Railway, and the Calder and Hebble, and the Aire and Calder Navigations. For particulars, apply to Mr. J. T. WATTS, mining engineer, Wakefield; or to Messrs. SCOTLEY, MARSDEN, and SKIRWORTH, solicitors, Wakefield.—Dec. 6, 1854.

MR. JNO. BURGESS is instructed to OFFER, BY PUBLIC AUCTION, on Thursday next, the 28th December, 1854, at LA MIN MINE, in the parish of Gwinnar, the following excellent MINING MATERIALS:—viz. A 20 in. cylinder STEAM PUMPING ENGINE, 7 ft. stroke in cylinder, and 8 1/2 ft. in the shaft, with a boiler about 9 tons; 13 9 ft. 10 in. pumps; 1 1/2 ft. 9 in. working-pole, do., do., and windbore to match; 4 9 ft. 9 in. pumps; 1 10 ft. 6 in. working-pole, do., do., and windbore to match; 4 9 ft. 9 in. pumps; 1 6 ft. 6 in. pump; 1 6 in. pole, pole-case, stuffing-box, and gland; 1 6 in. H-piece and top do.; 1 6 in. windbore; 30 fms. 7 in. rods; strapping-plates; rod and flange pins; bucket rods; buckets, prongs, and joints; staples and glands; and a quantity of other useful iron; 4-armed capstan and shears, complete; 3 cisterns; 1 horse wheel; 10 ft. cage, shaft tackle, and pulley stands; 100 fms. very superior capstan-chain; about 200 fms. 7-16 horse whip-chain; whelm and winch kiddles; 2 iron water-borels; smith's bellows, anvil, vice; smith's tools; screw stocks, plates, and taps, complete; carpenter's bench; launders; air-pipes; barrows; tackles; winch rope; miners' tools; chests; ladders; a set of blocks; a large quantity of useful timber, iron, and various articles for mining and other purposes. Also, the account-house furniture.

The materials are all nearly new. The auctioneer begs punctual attendance, as they are intended to be disposed of in one day's sale, to commence at Ten for Eleven o'clock. For further information, apply to Capt. HUGH STARRS, Gwinnar; or at the offices of the auctioneer, Burncoose, Redruth.—Dated Dec. 19, 1854.

VALUABLE MINING MATERIALS FOR SALE, AT PENZANCE CONSOLS MINE, HANCREED, NEAR PENZANCE.
MR. BELLINGER is instructed to SELL, BY PUBLIC AUCTION, on Tuesday, the 24th day of January next, at Eleven o'clock in the morning, at PENZANCE CONSOLS MINE, in the parish of Hancreed, the following excellent MINING MATERIALS:—viz. A 28 1/2 in. cylinder DRAFT ENGINE, with one very good 7 tons boiler; a 26 in. double stamping engine, with iron axle for 16 heads, with frames, lifters, &c., complete; horse whelm and tackle; 8 in. pole, with bottom, &c.; 8 fms. of 7 in. pumps; 3 poles, with 30 fms. flat rods; 20 fms. of 4 1/2 in. pumps; 7 cwt. of gunpowder; smith's bellows; 2 anvils; vice; smith's tools; miners' tools; miners' chests; wheelbarrows; band barrows; kiddles; 20 fms. 7/8 in. rods; 5 hand frames; 3 boulders; 16 trunks, and sundry dressing implements; 50 fms. of 10 in. launders, stands, &c.; wrought and cast-iron; new and old timber; and all the account-house furniture. For further particulars, apply to the agent on the mine; or to the auctioneer, at Penzance.—Dated Dec. 18, 1854.

WEST TREASURY MATERIALS, FOR SALE.
MR. GEORGE SEALY, WILL SELL, BY AUCTION, the 2d day of January, 1855, at Eleven o'clock in the forenoon, at WEST TREASURY, in the parish of Gwinnar, the undermentioned excellent MACHINERY, &c., viz.:
An excellent 70 inch engine, with two boilers.
A 20 in. steam-whelm, with one boiler.
3 capstans and shears and balance-bob.
100 fms. of 8 in. capstan rope, new.
130 fathoms of iron flat rods, with stands.
1 12 in. H and top do. piece.
1 12 in. do. piece.
11 12 in. pumps, 9 ft. long.
2 12 in. pumps, 9 ft. long.
1 13 in. plunger-case.
1 14 in. plunger-case.
1 16 in. working-barrel, 11 ft. long.
1 16 in. working-barrel, 11 ft. long.
1 11 in. working-barrel, 11 ft. long.
1 10 in. working-barrel, 11 ft. long.
1 8 1/2 in. working-barrel, 11 ft. long.
13 pieces of 8, 9, and 10 in. main rods, very good; 4 sets dropping screws; 2 large bob staples; 80 fms. of iron pump rods, of various sizes; a large quantity of bucket prongs, of various sizes, with brass seats; a large quantity of iron valves, from 20 to 3 in.; a large quantity of rod pins, of various sizes; a large quantity of flange bolts, of various sizes; a quantity of pump and door rings, of various sizes; 30 fathoms of tram road iron; 45 fms. of tram road; 2 tram wagons; a large quantity of scrap and cheek eyes, with a quantity of useful iron of all sizes; 200 fms. of 1/2 and 9/16 inch chain, very good; 20 2 ft. sundry dressing implements; 3 beams and scales; 3 large water-borels; 6 winch trees; kiddles; 2 horse whelms; 20 fms. of iron and wood stave ladders; 3 cisterns; 400 fathoms of wood and zinc air-pipes; 4 horse whelm axles; a quantity of miners' chests; carpenter's bench; smith's vices; 8 shaft tackles; 50 fms. of large and small launders; a quantity of clack seats, from 20 to 5 in.; several matching pieces, of various sizes; a large quantity of American and drum timber, from 18 to 10 in square; a quantity of 1/2 and 1/4 in. timber, very good; a large quantity of very good plank; several pulley stands; 1 lifting and riddle machine; several jiggling butches and sieves; several wheel and handbarrows; 3 beams and scales; 3 large water-borels; 6 winch trees; kiddles; 2 horse whelms; timber around the coal yard; gates and doors; and several variety of other articles.

Further particulars may be had of Capt. BENNETT, on the mine; Capt. RICHARDS, Foundry-house, Hayle; or Mr. GEORGE SEALY, Auctioneer, Marazion. Marazion, Dec. 19, 1854.

LACKAMORE COPPER MINING COMPANY.—At a MEETING of the above company, held at the George and Vulture Tavern on Tuesday, the 19th inst., it was unanimously resolved:
That the names of the shareholders, which were not taken at the formation of the company, be now issued to the present proprietors, upon the payment of 7s. for every fresh share.
That every holder of two shares be entitled to one of the present issue, which share shall take rank as the first issue.
Proprietors are, therefore, requested to deposit their share certificates at the office of the company on or before the 13th January, 1855; and, on the payment of 7s. per share, they will receive the number of shares to which they will be entitled.
In the event of any proprietor not claiming his proportion of new shares on or before the date above-mentioned, he will forfeit all right thereto, and no further claim will be entertained.
By order, JOHN MADDEN, Sec.
Offices, 1, Bishopsgate-street Within, London, Dec. 21, 1854.

LACKAMORE COPPER MINING COMPANY.—At a GENERAL MEETING of shareholders, held at the George and Vulture Tavern, Cornhill, on Tuesday, the 19th day of December, 1854,

W. E. TUCKER, Esq., in the chair,
The following resolutions were unanimously carried:—
Proposed by Mr. J. Taylor, seconded by Mr. Fawcett:—
That the report and statements of accounts now produced by the committee be received and adopted; and that these, together with the mine agent's reports, be sent to the *Mining Journal* for insertion.

Proposed by Mr. J. Taylor, seconded by Mr. Addis:—
That, in anticipation of the new law of partnership, which has been announced by the Government, no material change shall now be made in the constitution of the company, but that a short and simple set of Cost-book Rules be adopted.

Proposed by Mr. Morris, seconded by Mr. Dorrington:—
That the rules now entered in the cost-book be rescinded, and that the following be entered:—
1. That this adventure be divided into 20,000 shares, and, for the present, be conducted on the Cost-book Principle.

2. That Messrs. John Taylor and Sons be appointed the managers and pursers of the company.

3. That a committee be appointed annually, for superintending the general affairs of the concern, who shall be convened from time to time by the managers, as occasion may require; and that the following gentlemen do form the committee for the ensuing year, three to be a quorum:—Mr. W. E. Tuck, Mr. Charles Morris, Mr. John Addis, Mr. W. S. Long, Mr. W. T. Fawcett, Mr. J. M. Donnell, Mr. H. Wood, Mr. C. M. Browne, and Mr. J. Phillips.

4. That general meetings of the adventurers be convened by order of the committee, one of which, at least, shall be held in each year.

5. That the usual general shares of the adventurers be held in London; and that a return upon the state of the mine with a statement of the accounts and of the financial position of the company, shall be produced by the managers at all such general meetings.

6. That the managers and pursers' accounts shall be audited before every general meeting by two members of the committee.

7. That the technical business of the adventure be conducted by the managers and pursers, who shall have power to direct all contracts for purchase and sales, and to appoint and disengage all agents.

8. That no agent employed in this concern shall be allowed to derive any profit or emolument from the supply of materials, or the performance of work at the mines, or in any other way to receive advantage or perquisite beyond his salary.

9. That any shareholder desiring to withdraw from the adventure shall give one month's notice to the secretary or managers of such his intention, and pay up the proportion of all costs and liabilities due on the shares held by him at the end of the then current month; and the said adventurer shall then be released from all further liability, and shall be entitled to such proportion of the tools, tackle, materials, ores, halvans, monies in the managers and pursers' hands, and of all other the appurtenances to the mine or adventure belonging, as the shares relinquished shall represent, the same being valued and paid for in the customary manner.

10. That the cost-book shall be kept by the secretary, and be, at all times, during the hours of business, open to the inspection and examination of the adventurers.

That the present accounts be closed by the secretary, and that the proceeds of the ore now ready be placed to account, and that the balance be paid over by the managers and pursers to the secretary, that the present banking account may be closed.

That, in order to provide the necessary funds for carrying on a vigorous prosecution of the mine, the 7155 shares, now held in reserve, be issued at 7s. per share, rateably amongst the present holders, in the proportion of one of such shares for every two now held. Applications for these additional shares, and the payments for them, shall be made to the managers and pursers, or to the secretary, on or before the 13th of January next. Notice to be given by advertisement in the *Times*, *Daily News*, *Chronicle*, in the *Mining Journal*, and in two Dublin newspapers.

That any shares which may not be applied for may be disposed of in such manner, and at such price, as the committee may deem expedient.

That the salary of Messrs. John Taylor and Sons be £100 per annum; and that their travelling expenses for visit to the mine be paid by the company.

That, in consequence of the resignation of one of the trustees of the company, the names of Charles Morris, Esq., and J. Taylor, Jun., Esq., be inserted in a new declaration of trust to be prepared.

MARIQUITA AND NEW GRANADA MINING COMPANY.
An EXTRAORDINARY GENERAL MEETING of the shareholders in this company will be held at the London Tavern, on Friday, the 29th inst., at Two o'clock precisely, for the following purposes, viz.:—
1. To take into consideration the Report of Mr. Gower, presented at the meeting of shareholders held on the 15th inst.; and a proposal which will be made, that 25,000, or such other number as may be necessary, of the shares authorized to be created under the provisions of the Deed of Settlement, by the Extraordinary General Meeting of the 11th January, 1853, be issued as Preference Shares, upon such special terms as may be decided upon by the meeting.
2. To make such alterations or additions to the Deed of Settlement as may be thought necessary to carry the above purposes into effect, or in relation thereto.
L. R. JONES, Sec.
17, Gracechurch-street, Dec. 29, 1854.

GREAT WHEEL MARTHA COPPER MINES.

The lodes of which are a continuation of the Devon Great Consols, from which upwards of £600,000 worth of ore has been raised since 1845; and with a capital of only £1000, has paid dividends of £50 per share per annum from the very first year of working.

Divided into 10,000 shares of 10s. each.

Deposit 5s. per share, and the remainder in small calls, at intervals of not less than three months.

On the completion of the Share List, a Committee of Management and Officers will be chosen therefrom.—No shareholder liable beyond the amount of his shares.

These valuable mines have but recently come into the possession of the present company, after a long contest, and at a considerable cost, the lease of which is now granted by the Duchy of Cornwall for 20 years, at 1-15th dues.

Since the discovery of Devon Great Consols, many companies have been formed to develop the mineral resources of its immediate neighbourhood. It is now satisfactorily ascertained, by the authority of the agents whose reports are appended, that the main lodes of that wonderful mine traverse this tract. Operations have been commenced upon the principal lode, and upwards of 1000 tons of copper ore have been raised from above the 20 fathom level, which fact, and a reference to the subjoined plan and reports, will satisfy the most sceptical that this adventure presents more than ordinary chances of success.

The engine-shaft is sunk to the depth 40 fms., with a view of taking the lode at the 70 fms., during which process it is intended to drive the 40 fms. level, which will come in under the ore ground in the 20 fms. level; and it is confidently expected, from the great improvement not only in the quality of the ore, but in quantity, the proceeds from which will not only defray the cost of the mine, but make good returns to the adventurers.

It is impossible to regard these mines in any aspect, without being struck with the delicious circumstances incident to their position—a continuation of, and situated in the same stratum as the Devon Great Consols, on the east; Great Wheel Sheba on the west; in the same metalliferous clay-slate, having the same bearing, and surrounded by Hingston Down Consols, Redford United, Holmbush, Wheel Arthur, Drake Wals, Gwanton United, Zenn, and the Ruseels.

These statements will indicate with sufficient clearness the certainty of realizing those results which the practised miner confidently expects from such indications, accompanied as they are with the most favourable geological conditions.

Further information will be afforded at the office of the company, by Messrs. Fuller and Co., 51, Threadneedle-street, London, where applications for prospectus and for the remaining shares may be made.

The following reports have been received, including an abstract from J. H. HITCHINS, Esq., the celebrated discoverer of Devon Great Consols; also Mr. John HITCHINS, Esq., a celebrated practical miner, and others whose recommendations it is intended to carry out, for which purpose the shares will be issued at 5s. per share, which will include the purchase of the lease and buildings, and work already done, which has cost £3000, and are now available to the company, and leave sufficient funds in hand for the first six months; and in no case will a further call be required than 2s. 6d. per share quarterly, to complete the erection of machinery, &c.

REPORTS.
From J. H. HITCHINS, Esq., of the Devon Great Consols.

Wheel Martha.—Our Wheel Martha mine certainly must pass through the northern portion of this set. I should say that the gossan lode (announced the other day in one of your weekly reports, to the north of your workings) is the north or main part of our Martha lode.

Extract from a letter of Capt. JOHN PRINCE, late Inspecting Agent of Wheel Martha. *Wheel Adams, June 2, 1851.*—I believe the Devon Great Consols lode runs through Wheel Martha set. I have a high opinion of Wheel Martha. The North Lodes will, no doubt, produce large quantities of ore in depth.

Great Wheel Martha.—I have carefully examined this property, which is adjacent to the celebrated Devon Great Consols Mine, and extensive, being over 500 fathoms from north to south, and 460 fathoms from east to west, on the run of five ascertained regular lodes, all within 310 fathoms; and one good engine might command the whole of them, if necessary. The great north gossan lode has been partially wrought on at surface, and shows great indication of being productive in depth; the workings already made on the great mundle lode at shallow levels and stopes have yielded about 1000 tons of copper ore, averaging at the standard of £103 12s. about £4 10s. per ton, although greatly contaminated with mundle, showing that the ore itself is of good quality; and it is believed that in depth the mundle will wear out, and consequently the value of the ore in quality, as well as quantity, be augmented. Upon a careful review of this set on the whole, from its size, appearance, and produce of the mundle lode, and the promise of others prospectively; of the new lode, only 35 fathoms to the north, which, when worked on the back yields gossan, mundle, and iron; and a chance to believe that highly satisfactory results will be obtained from this, in my belief, really mineral ground. The situation is good, and there is a powerful stream of water for a great portion of the year, which can be applied to draining the mine, as well as to work stamps and crusher, two very necessary appendages to a mine yielding such strong work; but an engine will most likely also be required, for which purpose, or the application of any other power, there is already sunk an engine-shaft of good size to 40 fathoms below the adit; this will intersect the lode at about 70 fathoms deep. There is no doubt of these lodes being the same as those already discovered and wrought on Great Devon Great Consols Mine, and I presume that to be not only particularly well deserving the notice of capitalists, but from its proximity to that great mine, and viewing its extensiveness in such a mineral district, combined with the unusual facilities for further development, offers such tempting prospects of success, as to rank with every first-rate undertaking.

Jehu HITCHINS.

Extract from the report of P. N. JOHNSON, Esq., F.R.S., F.G.S.

(To the Proprietors of the Great Wheel Martha Mines, during the former workings.)
The geological situation of the mines (and which was the chief inducement for my calling your attention to the undertaking) is of the very best, being in the killas or clay-slate ground, at the base of the granite range of Hingbury Down and Kitt Hill.

There are several lodes passing through the set in a direction nearly east and west, and a chance to believe that highly satisfactory results will be obtained from this, in my belief, really mineral ground. The situation is good, and there is a powerful stream of water for a great portion of the year, which can be applied to draining the mine, as well as to work stamps and crusher, two very necessary appendages to a mine yielding such strong work; but an engine will most likely also be required, for which purpose, or the application of any other power, there is already sunk an engine-shaft of good size to 40 fathoms below the adit; this will intersect the lode at about 70 fathoms deep. There is no doubt of these lodes being the same as those already discovered and wrought on Great Devon Great Consols Mine, and I presume that to be not only particularly well deserving the notice of capitalists, but from its proximity to that great mine, and viewing its extensiveness in such a mineral district, combined with the unusual facilities for further development, offers such tempting prospects of success, as to rank with every first-rate undertaking.

Jehu HITCHINS.

Assay of the mundle from the Great Wheel Martha Mines, made by Messrs. JOHNSON and Co., assayers to the Bank of England:—

Iron 27 1/2 % Arsenic 36 1/2 %
Copper 2 1/2 % Sulphur 17 %
Cobalt 1 % Silica 16 % Total 100

Memo.—There are several thousand tons of mundle already at surface, and an inexhaustible supply at shallow levels.

Great Wheel Martha.—DEAR SIR: I went underground on Tuesday last, in company with Capt. Penaluna, who was agent when the mine worked last. I could not see below the adit, as the water was in. The adit level is driven about 20 fms. on the course of the lode; it is 3 ft. wide, composed of gossan, mundle, and iron; the water stained with green malachite of copper, which is a very promising appearance. I saw some of the gossan from the north lode, but the pits are filled in. I should think from the run of the lode that it must be a continuation of the Martha lode. Capt. Penaluna is very sanguine about the great mundle lode, and I think he has every reason to be so. We could go down to the Tamar and bring up an adit on the north lode, which would gain 20 or 30 fms. back, which would give the lode a good trial.

STEPHEN SEMMENS.

Callington, Oct. 11, 1854.—SIR: Since my last report we have driven about 3 fms. on the lode, which has been discovered by a horse of killas; this has now disappeared, and the lode at the present time is 3 ft. wide, composed of pretty brown gossan, intermixed with black and yellow copper ore, and there is no doubt of its turning out profitable in depth. The Duchy agent was underground with me on Friday last, and was much pleased with the appearance of the lode. There are two lodes north and south of the one we are now working on, and it is my opinion, as well as many other agents who have visited the mines, that Wheel Martha lode runs through this set; and according to the bearing taken by Capt. Prince and myself some years since underground at Wheel Martha, it must be Wheel Martha lode or mundle.

T. PENALUNA.

* Devon Great Consols—"Wheel Martha" being the original name of those mines.

THE QUARTZ ROCK MARIPOSA GOLD MINING COMPANY.
—At an EXTRAORDINARY GENERAL MEETING of the shareholders of this company, held at the London Tavern, on the 18th day of December, 1854,

The following resolutions were unanimously passed:—

That the reports of Mr. J. A. Phillips and of the directors, now presented, be approved and adopted.

That it is expedient to raise a sum of £20,000 on mortgage by debentures, for the purposes mentioned in the report of the directors, this day presented.

That the directors be, and are hereby, empowered to borrow and take up the sum of £20,000 by mortgage on debentures, and to issue debentures of £1 each and upwards, in the manner and on the terms and conditions set forth in the proposal contained in such report of the directors; and that the directors be, and are hereby, empowered to execute and make a mortgage of all the company's real estate, property, machinery, mines, plant, and effects of every kind in California, with all necessary powers for securing the repayment of the amount of such debenture loan, but expressly exempting every shareholder and officer from personal liability in respect thereof; and further, that the directors be, and are hereby, empowered to do all acts and deeds necessary fully to carry into effect their proposal submitted to, and approved by, this meeting.

That this meeting stands adjourned to Monday, the 15th day of January, 1855, at One o'clock, to be held at the London Tavern, at the instance of the directors.

That the thanks of this meeting be given to Alderman Carter, for his conduct in the chair; and to the directors and committee of consultation, for their attention to the affairs of the company.

That the best thanks of this meeting be presented to Mr. Waddell, for the zeal and ability displayed by him for the interest of the company in California.

By order, FREDERICK DINELEY, Sec. (pro tem.)
26, Throgmorton-street, Dec. 18, 1854.

Applications for debentures are requested to be made forthwith, in the following form, to the secretary:—

To the Directors of the Quartz Rock Mariposa Gold Mining Company.
Gentlemen, I request you will allot to me debentures of the amount of £ of £, on the terms proposed and approved by the shareholders at the Extraordinary General Meeting, held on the 18th December inst.; and I undertake to accept the same, or any less number, and to pay for the debentures you may grant me at such time as you may require.

Dated this day of December, 1854. Name in full.....
Reference (if not a shareholder)..... Profession or business.....
Address.....

STEAM-ENGINES ON SALE, of 4, 8, 12, 16, and 20-horse power. Finished and in progress. Also, a 10-hp. ALDIE and SCREW-CUTTING LATHE, bed 18 ft. long, with change wheels, &c.—Apply to JOHN ELLIS, Jun., and THOMAS, engineers and manufacturers of steam sawing machinery, 15, Backwater-street, Manchester.

OVERLAND ROUTE.—STEAM TO INDIA AND CHINA.—*via* EGYPT.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS AND FREIGHTS FOR THE MEDITERRANEAN, EGYPT, ADEN, BOMBAY, CEYLON, MADRAS, AND CALCUTTA, by their mail packets leaving Southampton on the 4th and 10th of every month; and for CHINA and the STRAITS by those of the 4th of the month. For further particulars, apply at the company's office, 125, Leadenhall-street, London; and Oriental-place, Southampton.

AUSTRALIA, AMERICA, E. AND W. INDIES.—The practical experience obtained during 15 years' colonial and a long residence in this city, enables the undersigned to offer many unusual advantages to SHIPPERS, STOREKEEPERS, SETTLERS, &c. Every facility offered to emigrants. Rates to Melbourne, &c., £15 10s.; New York, &c., and upwards.—Apply to Wm. BARNES and Co., 25, Philip-street, London.

TO SHIPPERS, CONTRACTORS, AND EMIGRANTS.—FOR SALE, PORTABLE STEAM-ENGINES ON WHEELS, complete, for travelling and immediate use, at the MANUFACTURER'S PRICES. Sizes to order, from 6 to 20-horse power, fitted with improved boilers; packed and delivered at the docks ready for shipment, if required. Circular and upright Saw Frames, Hydraulic Presses, &c. J. ORANGE, Rutland Foundry, Nottingham.

FOREIGN VINEYARD ASSOCIATION.—Completely registered, capital £200,000, in 10,000 shares, for the supply of Wines to Private Families, Hotels, Messes, Clubs, &c. CHAIRMAN—The Right Hon. Lord MUSKERRY, Carlton Club. With six other directors from the principal Clubs of London. MANAGER—T. W. STAPLETON, Esq., 51, King-street, Regent-street. The wholesale scale of prices is adopted by this company. All wines will be strictly of the growth represented, and in every case pure. Private families can have same in large or small quantities, for prompt payment, after receipt and approval of samples. Examples of advantage in prices.—The finest Epernay Champagne, hitherto charged £10 10s., now £9 9s. per case of 36 quarts; Moët and Chandon's first quality (direct from the firm), hitherto £12 12s., now £9 9s.; Claret, the finest Chateau R. Margaux, or Chateau Branc Canteau, both under lease to the company, formerly £12 12s., now £7 4s.; Sherry, formerly 30s., now 28s. per dozen; finest Xeres imported, 50s., now 44s.; Ports in same ratio; finest Cognac, pale or brown, 26s. per gallon.

INDISPUTABLE LIFE POLICY COMPANY, 72, Lombard-street, and 24, CONNAUGHT TERRACE.

RICHARD MALINS, Esq., Q.C., M.P. RICHARD SPOONER, Esq., M.P. JAMES FULLER, M.D., Esq. JOHN CAMPBELL RENTON, Esq. WILLIAM WILBERFORCE, Esq. A reduction of 25 per cent. has been made on the premiums of all policies of five years' standing. ALEX. ROBERTSON, Manager.

ECONOMIC LIFE ASSURANCE SOCIETY.—The Right Hon. Sir F. FRANKLAND LEWIS, Bart., M.P.—CHAIRMAN. HENRY FREDERICK STEPHENSON, Esq.—DEPUTY-CHAIRMAN.

ADVANTAGES.—THE LOWEST RATES OF PREMIUM ON THE MUTUAL SYSTEM. THE WHOLE OF THE PROFITS divided among the assured every fifth year. No charge for policy stamps, nor for service in the Yeomanry or Militia corps. Policies in force, nearly 7000. The Assurance Fund exceeds £1,400,000. Income upwards of £250,000 per annum. The sum of £307,000 was added to policies at the last division, which produced an average bonus of 4.7 per cent. on the premiums paid. For particulars, apply to the Managers.

ALEXANDER MACDONALD, Secretary, 6, New Bridge-street, Blackfriars. SPECIAL NOTICE.—Proposals for assurance must be made prior to the 1st Jan., 1855, to entitle the assured to participate in the next division of profits, in 1859.

ARK INDISPUTABLE MUTUAL ASSURANCE SOCIETY, CHIEF OFFICES, No. 108, LEADENHALL STREET, LONDON. Established 1852.—Incorporated Pursuant to Act of Parliament. Guarantee Capital, £100,000.

The Hon. FRANCIS HENRY FITZGERARD-BERKELEY, M.P., Victoria-square, Finsbury. JOHN SADDLER, Esq., M.P., Gloucester-square, Hyde-park. SAMUEL CARTWRIGHT, Esq., F.R.S., Old Burlington-street. ROBERT KEATINGE, Esq., M.P., Chancery-lane, Surrey. J. W. WATSON, Esq., Ph.D., C.E., F.G.S., Upper Brook-st., Grosvenor-square.

SAMUEL CARTWRIGHT, Esq., F.R.S., Old Burlington-street. CHARLES NICHOLSON, Esq., St. Paul's Church-yard. JOHN GRANTHAM ROBINSON, Esq., Gunter's-grove, Brompton. Hon. C. T. RUFFINGTON, St. John's Villas, Upper Holloway. WILLIAM EPWORTH TUCKER, Esq., Upper Avenue-road, Regent's-Park. J. W. WATSON, Esq., Ph.D., C.E., F.G.S., Upper Brook-st., Grosvenor-square. AUDITORS—Anthony Peck, Esq., M.A., Public Auditor; William Slade Parker, Esq.; Henry Chatterley, Esq.

MEDICAL OFFICERS.—Erasmus Wilson, Esq., F.R.S., and F.R.C.S., Henrietta-street, Cavendish-square; Richard Quain, Esq., M.D., Harley-street, Cavendish-square. CONSULTING ACTUARY—Arthur Scratchley, Esq., M.A., F.R.A.S.

ACTUARY—William Bridges, Esq., F.R.S. BANKERS—The London and County Bank, 21, Lombard-street, City; St. George's-place, Knightsbridge; and Connaught-terrace, Edgware-road; and most of the Provincial Towns. SOLICITORS—Messrs. Long and Long, Cornhill. SECRETARY—John Madden, Esq.

CHIEF OFFICES, No. 108, LEADENHALL STREET, LONDON.

This society continues to grant policies, and includes amongst its leading features the following:—

1. An ample guarantee capital.
2. The whole of the profits, after deducting the necessary per centage for the guarantee capital, are divisible amongst the assured.
3. The policies are absolutely indisputable, and their validity cannot, under any circumstances whatever, be contested against the children or assignees of the assured, except in cases of fraud.
4. The annuities issued by the society increase periodically, from a share of the profits arising in that department.
5. Self-protecting policies are issued, combining the advantages of an endowment at a specified age to accrue to the assured himself, or an annuity payable during his life, to commence from the period when he would receive such endowment, or an assurance payable to his heirs in the event of his not attaining the specified age.
6. Policies can be effected upon which only one-half of the premium need be paid for the first five years; the remaining half being payable at the convenience of the assured, or deducting ultimately from the sum assured. Credit is also given for the whole amount of the first five years' premium on collateral security.
7. Temporary advances are made to parties who are unable to pay their premiums as they fall due, and to facilitate the effecting of new assurances.
8. Apprentices fee endowments are granted, also endowments to educate and portion children.
9. Policies are effected for the whole of life are transferable to other lives of not greater age, and of good health at the time of transfer. Creditors assuring the lives of debtors will find this feature peculiarly advantageous.
10. The amount assured may, when it becomes a claim, remain at interest (from 4 per cent. upwards) with the society for an agreed term of years, subject to six months' notice on either side. This will be found of great convenience to widows and others who have merely a life interest in the sum assured, and who have no other channel of investment but the public funds, which give but 3 per cent.
11. Clergymen can obtain advances to assist them making repairs in parsonage houses, and other settlements on church property, and to meet the outlay for disbursements.
12. In the event of policy being surrendered through the absolute incapacity of the assured to continue his premiums, the society guarantees to give the assured a free policy for a reduced amount payable at death, and equal to the value of the policy which he discontinues. It is unnecessary to insist upon the importance of this feature, which is quite novel in life assurance.
13. A diminution of half-a-year is made on the amount of premiums, when persons assure within six months of their last birth-day.
14. The charges for policy stamps and medical examination are in all cases defrayed by the society itself, and no entrance fees are required.
15. Premiums may be paid annually, half-yearly, or quarterly.
16. Thirty days' grace allowed for the payment of premiums payable yearly; and 15 days for those payable half-yearly or quarterly.
- 17.—Lapsed policies may be revived within six months, upon satisfactory evidence of unimpaired health, and upon payment of a small fine in addition to arrears of premium with interest.
18. Transfers and assignments are recognised and allowed by the society.
19. No extra premium is required from persons living during time of peace in any part of the world, not within 35° on either side of the equator.
20. All claims are paid within three months after proof of death, or sooner with discount.

Every risk or contingency, whether for families, joint lives, or individuals, is undertaken by the Ark Indisputable Mutual Assurance Society.

ACCIDENT DEPARTMENT ON THE MUTUAL PRINCIPLE.—Assurances are granted by the society against fatal accident, or against serious accident whether fatal or not. And fixed weekly sums are allowed during disability arising from any kind of accident which does not terminate fatally, together with a sum for medical expenses, and a fixed sum payable at death. In order to provide for the risk of those engaged in naval and military pursuits, assurances are granted against death or loss of limb by accident or violence from any cause whatever. This species of assurance is also particularly valuable to miners, colliers, quarrymen, and others engaged in dangerous occupations where there is a peril of a like nature. In case of death after ten years of such an assurance without accident, a share in the profits of this department will be paid to the assured's representatives.

See prospectus of the Accident Department for further details of this new feature, which has been settled specially for the Ark by the eminent actuary, ARTHUR SCRATCHLEY, Esq., M.A.

SAVINGS' BANK AND LIFE ASSURANCE DEPOSIT DEPARTMENT.—Assurances are granted by the society, payable at death, on the deposit of any sum never, with power to the depositor at any time during his life to withdraw the whole, or any part, of the amount paid, together with Savings' Bank interest thereon. This is obviously (to the middle and lower classes) one of the most useful features yet introduced into the system of life assurance.

AGENTS WANTED.

TO LOVERS OF FISH.—ONE HUNDRED GENUINE YARMOUTH BLOATERS FOR SIX SHILLINGS (package included), forwarded to all parts on receipt of penny postage stamps (or post-office order preferred).—Address, THOMAS LITTLE, Junr., fish curer, Great Yarmouth. Plain address, with county, and nearest station.

APETITE AND DIGESTION IMPROVED, AND HEALTH PROMOTED, by the habitual use of that most agreeable condiment, **LEA AND PERKINS' WORCESTERSHIRE SAUCE.** Applicable to every variety of dish; and sold by the principal dealers universally.

RAILWAY WAGONS.—WM. A. ADAMS, MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS. IN STOCK.—FOR SALE OR HIRE.

GRIFFIN AND HENSON, RAILWAY CARRIAGE AND WAGON BUILDERS, SOHO, BIRMINGHAM. MANUFACTURERS OF EVERY DESCRIPTION OF IRONWORK FOR RAILWAY CARRIAGES AND WAGONS.

RAILWAY WHEEL AND AXLE WORKS.—GEORGE WORSDELL AND CO., WARRINGTON, MANUFACTURERS OF EVERY DESCRIPTION OF HAMMERED IRON, TYRES, AXLES, &c.

THOS. SPENCER, VULCAN IRONWORKS, WEST BROM- WICH, STAFFORDSHIRE, MANUFACTURER OF RAILWAY WHEELS AND AXLES, SCRAP TYRES AND AXLES, ALL KINDS OF HAMMERED IRON FOR MARINE AND OTHER ENGINES, SHAFTS, AND HEAVY IRONWORK.—SOLE MAKER OF CAMBER'S PATENT WROUGHT-IRON RAILWAY WHEELS.

CLECKHEATON IRONWORKS, YORKSHIRE.—JOHN TAYLOR, MANUFACTURER OF ALL KINDS OF FORGINGS FOR LOCOMOTIVE, MARINE, AND OTHER ENGINES, HEAVY SHAFING, ARM MOULDS, AND ALL OTHER COUNTRY FORGINGS.

NORRIS'S PATENT RAILWAY CHAIR COMPANY beg to draw the attention of railway companies and engineers to NORRIS'S PATENT RAILWAY JOINT CHAIRS. This patent has received the unqualified approbation of some of the most eminent engineers of the day, as the most effective, economical, and perfect joint in use at the present time. The simplicity of its construction is such as will allow of its application to any line of railway, without causing the slightest hindrance to the ordinary traffic during the time that it is being laid down.

The saving in the preservation of the permanent way and rolling stock by the application of Norris's Patent is incalculable; and wherever adopted must very considerably decrease working expenses. To railway companies, having old and bad roads, the principle is peculiarly advantageous, as its application will not only restore the road to a perfectly safe and serviceable state for many years, but, at the same time, bring into efficient use all the old and broken chairs.

To the railway world in general it is of the greatest value, as it admits of the easiest locomotion, and is most simple and economical in principle. Every information will be given, and models forwarded for inspection, on application to the manager, at the offices of the company, Wolverhampton.

TO ENGINEERS, MILLWRIGHTS, AND OTHERS.—PETER ROTHWELL JACKSON'S MACHINE for Moulding Spur and OTHER WHEELS (without wheel patterns) is NOW AT WORK, and he can SUPPLY WHEEL CASTINGS of any diameter, pitch, number, breadth, or form of cog, on reasonable terms, WITHOUT ANY CHARGE FOR PATTERNS. This method of moulding produces wheels of a superior quality, and will be found very valuable when a change of speed is required, or to replace broken wheels with others of stronger proportions.

P. R. JACKSON also HOLDS A LICENSE to MANUFACTURE RAMSBOTTOM'S PATENT METALLIC PISTONS, which for lightness, cheapness, simplicity, and efficiency, he can with confidence recommend.

References to parties who have the patent wheels and pistons at work, and any other information as to prices, or licenses to manufacture them, may be had on application at the Salford Rolling Mills, Manchester.

PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, RICKFORD, SMITH, DAVEY, and PRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patentright, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate. Address.—RICKFORD, SMITH, DAVEY, and PRYOR, Tuckermill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PEN- HALLICK, near REDBUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe. Messrs. BRUNTON & CO. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

PATENT IMPROVED WIRE ROPE WORKS, MILLWALL, POPLAR.—A. J. HUTCHINGS, and CO., Sole Makers to the Lords of the Admiralty.—ROUND and FLAT ROPES, of every description, suitable for mining operations or other purposes, GALVANIZED or UNGALVANIZED, MANUFACTURED upon an IMPROVED PRINCIPLE, ensuring great pliability and durability. The superiority of these ropes over cheaper ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c. Offices, 117, Fenchurch-street, London.

IMPROVED PATENT WIRE ROPE.—MR. ANDREW SMITH, the ORIGINAL INVENTOR OF WIRE ROPE, LIGHTNING CONDUCTORS, and the MARINE TELEGRAPH, solicits the attention of the public to his IMPROVED PATENT MANUFACTURE, as the best and cheapest, having obtained his sixth patent since 1835.

Office, 69, Princess-street, Leicester-square, London.

COLLEGE OF INDUSTRIAL SCIENCE, NEVILLE HALL, NEWCASTLE-ON-TYNE.

ASSAY OFFICE and LABORATORY under the DIRECTION of Dr. THOMAS RICHARDSON and Mr. E. J. G. BLOWELL, assisted by Mr. W. CROWDER. THE LABORATORIES are OPEN DAILY, from 9 A.M. to 5 P.M., where instruction is given in every branch of Assaying, Analytical Chemistry, and Chemical Research. Fee for Twelve Months, £32 10s.

ANALYSES AND ASSAYS OF NATURAL AND MANUFACTURING PRODUCTS, such as Ores, Soles, Metals, Gases, Coal, Artificial Manures, Alkalies, &c., are made on moderate terms, and the commercial value estimated when required. INVESTIGATIONS AND EXPERIMENTS for IMPROVING MANUFACTURING PROCESSES carried on in conjunction with the proprietors.

A COURSE OF ONE HUNDRED LECTURES ON GENERAL CHEMISTRY delivered during the Winter Session at the College of Medicine in connection with the University of Durham, to which the laboratory students have free admission.

ORE CRUSHING.—CAUTION.—I hereby CAUTION all persons MANUFACTURING, USING, and SENDING, without special license from me, MACHINES for the purpose of CRUSHING, PULVERIZING, and AMALGAMATING mineral and other substances, in which BALLS or SPHERES are USED IN CONNECTION WITH OR MOVED BY A REVOLVING PLATE OR PLATES the same having been secured to me, through and in the name of my agent, C. J. Wallis, under various modifications, by Her Majesty's Letters Patent for England and the Colonies, dated June and December, 1852. Signed, J. W. COCHRAN.

NOTICE TO MINING COMPANIES AND RAILWAY DIRECTORS.—THE AIR-ENGINE TELEGRAPH is PATENTED. From all parts of a mine to and from the surface, INSTANTANEOUS SIGNALS are given by means of a cylinder and piston (3 inch diameter) attached to the steam-engine whistle or powerful bell, and worked at a mile, or unlimited distance, by similar cylinders placed at the end and intermediate parts of a 4-in. gutta percha conductor. RAILWAY ENGINEERS unanimously admit, that by this powerful ENGLISH TELEGRAPH each of the guards on a railway train may now work the steam-whistle, &c., INSTANTLY, as readily as the driver. (See Parliamentary Report, June, 1854.) Southampton, Nov., 1855. C. R. PALMER.

STEAM STAMPS, 5-horse power, complete, from £120 to £160.

STEAM HAMMERS of any size at a short notice, fitted with the newest improvements in regulation. The stamps are in full operation, each one crushing 30 tons per day.

PORTABLE ENGINES and BOILERS, complete, MOUNTED ON WHEELS, and of any power, for mining and other purposes, supplied at a few days' notice, under license from the patentees. Address, Mr. ISMAEL BAGGS, Mining Journal office, 26, Fleet-street.

MINING ENGINES TO BE LET ON HIRE, OR FOR SALE IMPORTANT TO ALL INTERESTED IN MINING PROPERTY.—Mining engines may be set to work without fixing chimney, or engine-house, and the real value of the mine tried at a small cost, by the HIRE of MEDWIN AND HALL'S PATENT PORTABLE PUMPING AND WINDING ENGINES. Are strong, simple, mounted on broad wagon wheels, horse shafts, to remove at pleasure. Several are ready for immediate delivery, either to be let at rental or purchase, of 10, 12, 16, 25, to 40-horse power.—Apply to Messrs. MEDWIN and HALL, engineers, No. 92, Blackfriars-road, London, where terms and reports respecting the working of these engines for years may be obtained.

CLAY PURIFICATION OF GAS.—This process is APPROVED and ADOPTED by some of the most intelligent GAS ENGINEERS in the kingdom, and their opinions are fully borne out by the investigations of Dr. Letheby and other scientific authorities. It will, no doubt, be employed in nearly every well managed gas-works; and will lead to an enlarged consumption of gas in private houses, from which it is now excluded by a fear of its impurity.—Terms of license, &c., may be obtained of Messrs. HOLMES BROTHERS, Huddersfield, agents to the patentees. In use at the gas-works of Leeds, Preston, Huddersfield, Wakefield, West Riding County Gas Co., &c.

ASSAYING.—CITY SCHOOL OF CHEMISTRY AND ASSAY OFFICE, DUNNING'S ALLEY, BISHOPSGATE STREET WITHOUT. Conducted by JOHN MACMILLAN, F.R.S., Author of Manual of Practical Assaying, Manual of Agricultural Analysis, Treatise on the Adulteration of Food, Metallurgical Papers, &c. ASSAYS and ANALYSES OF MINERALS, METALS, and every manufacturing product. SPECIAL INSTRUCTION in ASSAYING and CHEMISTRY for gentlemen intending to proceed to the colonies. All enquiries respecting scale of fees, &c., to be addressed as above.

NEW PATENT ACT, 1852.—MR. CAMPIN, having advocated Patent Law Reform before Government and Legislature, and in the pages of the Mining Journal, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 150, Strand.

MR. LEE STEVENS'S PATENT FURNACES.—

As the value of inventions can be best estimated by the successful extent of their application, Mr. LEE STEVENS avails himself of permission to refer to an important list of Engineers, Manufacturers, Brewers, Soap Makers, Chemists, Dyers, Printers, Confectioners, Bakers, and others, in proof of the practical utility of HIS SYSTEM OF SMOKE PREVENTION and ECONOMY OF FUEL, adapted to all varieties of furnaces; and to which daily additions are made.

And, strictly maintaining his own patent rights, he GUARANTEES HIS FURNACES against any pretensions on the part of others.

Copies of reports and testimonials, with information respecting licenses to manufacture or use THE PATENT SMOKELESS FURNACES, may be obtained of the patentee, 1, Fish-street-hill, City.

BRICK MAKING MACHINES.

TO CONTRACTORS, BRICK, AND TILE MAKERS, AND EXPORTERS. CLAYTON'S PATENT (ATLAS WORKS) FOR AUSTRALIA AND THE COLONIES. CLAYTON'S PATENT BRICK MAKING MACHINES offer a most important and profitable investment.

CLAYTON'S PATENT BRICK MACHINE is worked by one horse, or applicable to steam or water power, and combines the whole process of pugging the clay and making the bricks at one time.

CLAYTON'S PATENT TILE, PIPE, and HOLLOW BRICK MACHINES, of various sizes and construction.

CLAYTON'S PATENT BRICK or TILE PRESSING or MOULDING MACHINES.

CLAYTON'S PATENT DIES, for the manufacture of socketing sewerage pipes.

CLAYTON'S PUGGING MILLS, of various sizes and construction, for tile clay, brick earth, mortar, &c. And every article connected with the brick, tile, and pottery trades.

The above machines may be inspected, and illustrated catalogues obtained, at the manufactory, Atlas Works, Upper Park-place, Dorset-square, London.

Just published, post 8vo., cloth boards, price 6s.

COAL MINING: INVESTIGATED IN ITS PRINCIPLES, AND APPLIED TO AN IMPROVED SYSTEM OF WORKING AND VENTILATING COAL MINES. With Illustrations. By JOSEPH MARLON, Senr., Oldham.

London: C. Bartlett and Co., Paternoster-row.

Just published, in crown 8vo., cloth boards, price 3s. 6d., by post 4s.

BRITISH MINES CONSIDERED AS A MEANS OF INVEST- MENT, with particulars of the principal Divided and Progressive Mines in England and Wales. By J. H. MURCHISON, Esq., F.G.S., F.R.S., &c.

London: Mann, Newbery, 39, Cornhill. Copies may also be obtained at Mr. Murchison's office, 38, Threadneedle-street, and at the Mining Journal office, 26, Fleet-street, London, also at the office of Mr. W. E. Collins, Tavistock.

Mr. Murchison's new work on British mines is attracting a great deal of attention, and is considered a very useful publication, and calculated to considerably improve the position of home mine investments.—Mining Journal, Dec. 2.

This is a valuable guide to investors in mines.—Geographical Journal, Dec. 2.

Any attempt to afford reliable information in the shape of facts must be useful, and tend to make British mines take a better position among the investments of the day.—Morning Chronicle, City Article, Nov. 24.

In reference to both dividend and progressive mines, the information will be found extremely important, the intelligence being brought down to a very late date, and comprising all that is necessary to guide a person in a judicious outlay of his money.—Plymouth Journal, Dec. 7.

Mr. J. H. Murchison has brought out a valuable little work on British Mines Considered as a Means of Investment, in which he has collected much useful information respecting a field of speculation on which great ignorance prevails.—Globe, City Article, Dec. 7.

THE PERMANENT WAY COMPANY have just ISSUED a

PAMPHLET DESCRIPTIVE of various PATENTED INVENTIONS for the PERMANENT WAY OF RAILWAYS, which are adapted and are being applied to more than 3000 miles of line. On application, a copy will be forwarded by post (gratis) to any parties who are interested in the construction of railways.

26, Great George-street, Westminster. WILLIAM HOWDEN, Sec.

ILLUSTRATED LONDON NEWS.—

The year 1855 bids fair to be one of the most important and eventful of modern history. On the 6th of January, 1855, will be issued the first number of a new volume of the ILLUSTRATED LONDON NEWS, and not merely a new volume, but of a new year.

Each volume being perfect and complete in itself, containing, for the time, a faithful record, pictorial and descriptive, of all events of interest in every part of the world. To that limited portion of the public who do not subscribe to this Journal, it may be stated that no period could be selected more opportune for commencing,—the whole expense being but Twenty-six Shillings per annum, exclusive of double numbers, which are issued on rare occasions, when it would be impossible to crowd the important events and engravings into a single number; for this small sum the subscriber will receive twenty-four large pages—seventy-two columns—of the most interesting information, carefully selected from the news of the week, interspersed with a variety of charming articles on the chief topics of the day.

The ILLUSTRATED LONDON NEWS has, by its impartial and consistent advocacy of the welfare of the public, secured for itself a political influence scarcely second to any Newspaper in the Empire; and reference can, with some pride, be made to the support afforded to all beneficial measures, proposed and adopted by the English Parliament.

Foreign politics will ever command the attention which ought to be devoted to so important a feature of a Newspaper. On the question of the Russian War, during the year 1854, ONE THOUSAND ENGRAVINGS appeared in the ILLUSTRATED LONDON NEWS. Extensive arrangements, calculated to improve this popular Journal, and engagements, such as will greatly enrich its Literary, Scientific, and other departments, have been made, and will thus combine on this paper the greatest talent of the day.

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940	Belmont Con. (tin, Dry Leland)	2	—	—	900	Cilly (cop., lead), Kirkcubright	1 1/2	—	—	—	—
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12000	Ballynagoss (lead), Wicklow	1	—	1/2	3341	Calstock United (tin and cop.)	3 1/2	—	—	—	—
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4000	Berford Consols	1 1/2	—	—	2000	Carbons (tin, copper), Growan	1	—	—	—	—
500	Bell and Lanarth, Gwynedd	11	—	3	5000	Carnarvonshire slate	1 1/2	—	—	—	—
1500	Birch Allert, Bridford	6 1/2	—	5 1/2	2018	Carrnyorth (tin), St. Just	1 1/2	—	—	—	—
3000	Burch Tor and Vistler, Lydford	10	—	16	8500	Carrack Dewe United, St. Ive's	1 1/2	—	—	—	—
1900	Betting Well (copper)	2 1/2	—	16	8000	Carrag-hoa (cop., lead), Ralop.	1	—	—	—	—
130	Bollivall and Naper	3	—	—	1036	Carrvannall (copper), Gwynedd	2 1/2	—	—	—	—
420	Berlingdon Consols, Plympton	4	—	1 1/2	4096	Castle Dinas (tin), St. Colomb.	2 1/2	—	—	—	—
140	Bossnan (tin), St. Just	30	—	80	6000	Caylan, North Wales	2 1/2	—	—	—	—
5150	Dotill Hill (copper), Plympton	3 1/2	—	—	200	Cefn Brynwg (lead), Cardigan	3 1/2	—	—	—	—
4000	Brach Goch Slate Quarries	—	—	—	2000	Clara	—	—	—	—	—
128	Britannia, Llanarmon	4	—	—	1034	Clijan & Gwerneth (tin, cop.)	9 1/2	—	—	—	—
4000	Bronsford Lead, Wales	2 1/2	—	—	8000	Cloarwen Wood	8 1/2	—	—	—	—
420	Buckdick Consols (tin), Ferran	3 1/2	—	—	2000	Coed Mawr Pwd (lead), Llanrwst	6 1/2	—	—	—	—
250	Buller and Bowet United (cop.)	2 1/2	—	—	15000	Conemara, Galway	1	—	—	—	—
2000	Twich (gold), Gwynegid	4	—	—	310	Cook's Kitchen, Illogan	2 1/2	—	—	—	—
6000	Cae-wyn (gold), Merthyr	3	—	—	30000	Cothosen (copper), Cork	1	—	—	—	—
2000	Cae-yrron, Cardiganshire	3	—	—	900	Court Moor, Cardiganshire	10	—	—	—	—
					1055	Craddock Orange (cop.), St. Cleer	8	—	—	—	—

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Shares.		Paid.			Paid.			Paid.			Paid.			Paid.			Paid.			Paid.			
10000	Angrackrag Consols	1 1/2	1 1/2	10000	Great Scorthidge	1	1	21000	South Devon Consols	1 1/2	1 1/2	240	South Treleway	1 1/2	1 1/2	3072	South-West Phoenix	1 1/2	1 1/2	1000	South Wheel Lead	1 1/2	1 1/2
10000	Arundell Consols	1 1/2	1 1/2	10000	Great Trebrugg	1	1	3072	South-West Phoenix	1 1/2	1 1/2	1000	South Wheel Lead	1 1/2	1 1/2	4000	South Wheel Russell	1 1/2	1 1/2	10000	Tallieson, Cardigan	1 1/2	1 1/2
250	Berriow Consols	20 1/2	20 1/2	10000	Havon & Henkell	1	1	1000	South Wheel Lead	1 1/2	1 1/2	4000	South Wheel Russell	1 1/2	1 1/2	10000	Tallieson, Cardigan	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2
1800	Blaen Cynien (lead)	1 1/2	1 1/2	4096	Hemerdon Consols	1 1/2	1 1/2	1000	South Wheel Lead	1 1/2	1 1/2	10000	Tallieson, Cardigan	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2
5000	Bodelwy, S. Wales	1 1/2	1 1/2	5060	Herescomb	1 1/2	1 1/2	10000	Tallieson, Cardigan	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2
6000	Bolowone	1 1/2	1 1/2	30000	Irish Consols	1	1	10000	Tamar Maria	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2	10000	Tamar Maria	1 1/2	1 1/2
1024	Boscombe	21 3/4	21 3/4	1024	Icy Tor Consols	23 3/4	23 3/4	1800	Telgo Bore (Dart.)	1	1	12000	Tremegon & Atwork	1	1	4000	Trevellyn Consols	1 1/2	1 1/2	10000	Waterford (copper)	1	1
1180	Bradford Consols	23 3/4	23 3/4	8000	Kerry (lead)	1	1	12000	Tremegon & Atwork	1	1	4000	Trevellyn Consols	1 1/2	1 1/2	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
812	Butterton (lead)	3 1/2	3 1/2	50000	Kilbrann, Donagall	3 1/2	3 1/2	4000	Trevellyn Consols	1 1/2	1 1/2	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
5000	Caillington Valley (lead)	3 1/2	3 1/2	12000	Lady Gravelly	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
6000	Cardigan (lead)	1 1/2	1 1/2	20000	Leighlough	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
30000	Carbery West, Ireland	1 1/2	1 1/2	9679	Mount's Bay Consols	2 1/2	2 1/2	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
5000	Caroline Wh. Prosper	2	2	3000	Nent Force, Alston	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
6000	Carvath United	2	2	5000	Nent Copper Bottom	1 1/2	1 1/2	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1	10000	Waterford (copper)	1	1
10000	Catam (silver-lead)	3 1/2	3 1/2	3072	Newton St. Cyres	1	1	1200	West Phoenix	1 1/2	1 1/2	256	West Sharp Tor	47	47	1200	West Sharp Tor	47	47	1200	West Sharp Tor	47	47
4422	Cefnwgryn, Cardigan	113 6/8	113 6/8	1024	North Wh. Friendship	nil	nil	256	West Sharp Tor	47	47	1200	West Sharp Tor	47	47	1200	West Sharp Tor	47	47	1200	West Sharp Tor	47	47
1000	Collacombe	10	10	256	North Powey (cop.)	4 1/2	4 1/2	6000	West Wh. Friendship	1	1	6000	West Wh. Friendship	1	1	6000	West Wh. Friendship	1	1	6000	West Wh. Friendship	1	1
5000	Consistent United	13 1/2	13 1/2	2000	North Hingston Cons. 1 1/2	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
2400	Cwm Consols (tin)	1 1/2	1 1/2	5000	Oakeley (cop. gold)	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
5000	Cwm Elgis, Carnar.	1 1/2	1 1/2	5000	Oakeley (cop. gold)	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
10000	Devon United	1 1/2	1 1/2	5000	Pendennis Consols	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
5000	Dinas Great Consols	1 1/2	1 1/2	4000	Pennopempen, Wales	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
30000	Drawsteignton	1 1/2	1 1/2	7484	Pennquean, St. Breock	2 1/2	2 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
10000	Dunsley Wh. Phoenix	1	1	6000	Perran (silver-lead)	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
5000	East Black Craig	13 1/2	13 1/2	12000	Perran Wh. Alfred	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
1024	E. Boscan, St. Just	2	2	4000	Perran Wheel Jane	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
6144	East Cardon (cop.)	11 1/2	11 1/2	3000	Polgoth & Woodcock	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
5500	East Frongon (lead)	1 1/2	1 1/2	2018	Pontefwyd, Cardigan	2 1/2	2 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
1000	East Whitchell	23 3/4	23 3/4	3000	Quintrell Down	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
1000	East Wh. Robert	23 3/4	23 3/4	1000	Quintrell Down	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
4096	Exmoor Elias (cop.)	23 1/2	23 1/2	8000	Red Dragon, Wales	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
10000	Glanavon	4 1/2	4 1/2	240	Retallack United	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
24000	Glanavon & Carvath	1 1/2	1 1/2	4000	Rilton Castle (lead)	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
512	Great Rough Tor	37	37	100000	Royal Hilbernan	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
				6000	Severn (lead, cop.)	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1
				10000	Yorkshire Min. Co.	1 1/2	1 1/2	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1	4000	West Wh. Friendship	1	1

Transactions on the Stock Exchange.									
Shares.	Paid.	Clos.	Pr.	Bus. Done.	Shares.	Paid.	Clos.	Pr.	Bus. Done.
100000 Agua Fria	1	1	1	...	72000 Grand Duchy of Baden	1	...	...	...
20000 Anglo-Australian Gold	1	...	...	...	60000 Liberty	1	...	...	...
100000 Anglo-Californian	1	...	...	...	10000 Lusitania (of Portugal)	1	1 1/2	...	1 1/2
20000 Australian	6	1	1 1/2	...	100000 Marquette	1	...	...	...
60000 Australian Cordillera	1	...	...	...	2000 Mexican and South Amer.	9	7 1/2	...	7 1/2
100000 Australian Freehold	1	...	...	...	60000 New Granada	1	...	...	...
50000 Ave Maria	1	...	...	...	200000 Nouveau Monde	1	...	...	...
210000 Carsons Creek	1/2	...	...	...	10000 Poetsband Silver-lead	50	15 1/2	...	15 1/2
100000 Colonial Gold	1	...	...	...	100000 Peruvian	1	...	...	...
50000 Copper Miners of England	1	...	...	...	60000 Portsburg	1	...	...	...
5000 Ditto, Pref. 7 1/2 per cent.	25	25	27	...	50000 South Australian	1	...	...	...
70000 English and Australian Cyp.	1	1 1/2	...	1 1/2	70000 Waller	1	...	...	...
25000 Fortuna	1	...	...	...	100000 West Mariposa	1	...	...	...
100000 Great Nugget Vein	1	...	...	...		

* In accordance with an announcement to that effect, we have removed the prices from all mites in the above list where quotations have not been forwarded, or the price given confirmed, for a period of one month: we hope by that means to render one difficulty,—that of purchasers or sellers being deceived by the quotation in the current Journal being represented as the present value, although the price may have varied considerably since it first appeared. We hope, also, so bring the parties concerned into more frequent communication with regard to any alteration in the present position or prospects of their respective adventures; and, we need hardly add, that we shall be happy to fill up all the blanks, on receipt of the quotation at which the business has actually been transacted, guaranteed by the name and address of our correspondent.